

CITY OF KANKAKEE BICYCLE MASTER PLAN

Approved by City Council
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City of Kankakee, Illinois
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1 Introduction/Executive Summary

Biking is a popular activity, a moderate form of exercise within the physical capabilities of most people. However, it need not be limited to weekend outings on designated trails. Although cycling is often thought of as just for recreation and exercise, nearly half (43%) of all bike trips are destination-based¹—and many more would be if better facilities existed.

Biking can be a great form of transportation, especially for short, local trips. National data indicate that 27% of all car trips are one mile or shorter; 40% are less than two miles. When cycling conditions are improved, people are more willing to use bikes instead of cars for these short trips—which benefits their health, pocketbooks and surrounding air quality.

Besides those who bicycle by choice, there are many Kankakee residents – including children, many teenagers, and some low-income workers – who depend on cycling as a transportation necessity.

Over the last several years, the City of Kankakee and other local agencies have been developing the Riverfront Trail in and near Kankakee. The off-road, multi-use trail is supplemented with signed on-road connector segments. The completed corridor will eventually serve as the backbone to the City’s bicycle network.

In 2012, the City Council adopted Ordinance 2012-57, establishing a “Complete Streets” policy to make the city’s roadways safe, convenient, and comfortable for all roadway users, including people driving cars, walking, riding bicycles, or riding transit. One component of the ordinance called for development of a non-motorized plan. As a result, the City of Kankakee has developed this plan for bikeway networks and programs facilitating travel on two wheels throughout Kankakee.

Master Plan outline

Chapter 2 of the plan explains the types of on-road and off-road bicycle facilities needed for a bikeway network in Kankakee. The primary target audience for the additions is the “casual adult” bicyclist, although the needs of advanced cyclists and children are both addressed. A thorough analysis is used to determine which option is appropriate for each of the “routes to study” suggested by the public. As described in Chapter 3, criteria include need, cost, technical factors, and strategies to gain public support while avoiding common bike plan pitfalls.

Chapter 4 details the specific recommendations for the bikeway network. These include an array of on-street bikeways such as bike lanes, combined bike/parking lanes, shared lane markings, and paved shoulders; addition of sidepaths along some roads; trails on their own rights-of-way including extension of the river trail, a trail bridge, and a “rail-with-trail” or “rail-to-trail”; remedying demand-actuated stoplights not triggered by on-road bicycles and posting wayfinding

¹ 2001 National Household Travel Survey

signage for the network. The chapter includes maps and tables for easier comprehension of the recommendations.

Chapter 5 suggests specific road design standards on bicycle and pedestrian accommodation, to help implement the City's complete streets ordinance as new roads are built and others reconstructed. References are given for bike-friendly development ordinances.

Chapter 6 identifies easy-to-use (and often free) resources and strategies to supplement infrastructure investment with bicyclist education, motorist education, enforcement, and encouragement efforts. In addition, recommendations are offered on retrofitting bicycle parking where needed and adding bike parking requirements to the City development ordinance.

Chapter 7 recommends a multi-year implementation work plan with opportunistic and stand-alone projects in the City's Capital Improvement Program. Costs of various bikeway types are listed, along with funding and grant suggestions. Establishment of a Bicycle/Pedestrian Advisory Commission and designation of a staff bike/ped coordinator are described as key steps to implementation. The plan calls for an annual implementation report to track progress. Finally, Kankakee's path to national Bicycle Friendly Community designation is discussed.

The appendices cover plan steering committee membership, public brainstorming workshop input, the route segment data collection and analysis spreadsheet with implementation details, external grant source strategies and tips, and an graphical summary of Bicycle Friendly Community designation.

2 Bikeway Types in the Kankakee Plan

Standards and Guidelines

The 2012 *Guide for the Development of Bicycle Facilities* by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration's (FHWA) Manual of Uniform Traffic Control Devices (MUTCD), and the NACTO Urban Bikeway Design Guide (NACTO) form the technical basis for the plan's recommendations.

The AASHTO guidelines are generally recognized by the industry – and the court system – as the standard for bicycle facility design. The Illinois Department of Transportation encourages communities to consult these guidelines and the MUTCD when developing bicycle plans.

A general overview of bicycle facility options follows; more engineering details are in the publications.

Trails

Multi-use trails are physically separated from motor vehicle traffic, except at road crossings. Trails accommodate a variety of users, including pedestrians, bicyclists, and others, for both recreation and transportation purposes. Trails away from roads, on easements or their own rights-of-way, tend to be more pleasant and popular. The Riverfront Trail is the prime example in Kankakee.



Figure 2.1. Multi-use trail on its own right-of-way

Sidepaths

Sidepaths are trails running immediately parallel to a roadway, essentially a widened sidewalk. An example in Kankakee is the sidepath trail on the east side of Wall Street, between Hickory and Water streets. Compared to trails on their own rights-of-way, most sidepaths have a larger fraction of use for transportation purposes.

While the physical separation from traffic provides a sense of security to sidepath users, intersections present inherent conflicts and visibility problems – especially for sidepath cyclists riding against the flow of adjacent traffic. Understanding these inherent conflicts can help in efforts to improve sidepath safety.

Figures 2.2 and 2.3 illustrate the visibility problems leading to intersection conflicts. In Figure 2.2, Car B crosses the sidepath to turn right onto the parallel street. Rarely do motorists stop at the stopline – usually stops are in the crosswalk or at the street edge, if at all. Many will look only to their left. Cyclist 2 might be seen. Cyclist 1 is much less likely to be seen.

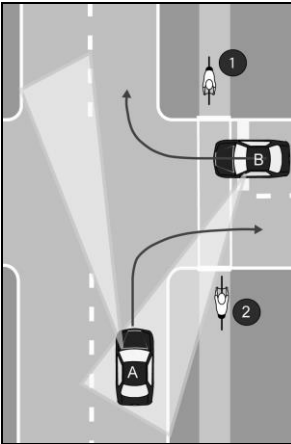


Figure 2.2. Right turns across sidepaths.

Car A turns right off the parallel road then crosses the sidepath. Again, Cyclist 2 might be seen but Cyclist 1 is less visible. Particularly where a large turning radius permits fast turns, many motorists do not yield to cyclists entering or already in the crosswalk.

In Figure 2.3, Car C looks ahead, waiting for a traffic gap to turn left, then accelerates through the turn while crossing the crosswalk. Cyclist 4 might be seen. Again, the contra-flow cyclist (3) is less likely to be seen. If the traffic gap is short, sudden stops would be difficult.

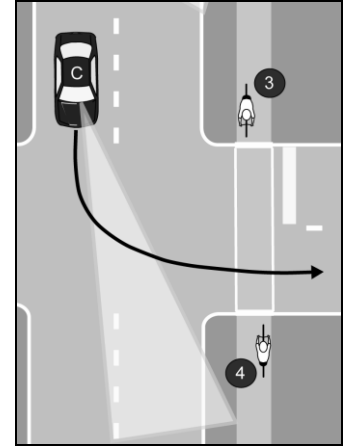


Figure 2.3. Left-turn across sidepath.

It should be noted that a contributing factor in at least some of these conflicts is disregard of pedestrian crosswalk laws and possibly traffic controls by bicyclists. Education and enforcement of both motorists and bicyclists can help somewhat in controlling sidepath problems. Chapter 6 provides some recommendations.

In addition, sidepath conflicts can be reduced through engineering by:

- Bringing the sidepath closer to the road at intersections, for better visibility during all turning motions and better stopline adherence for right-turners
- Using pedestrian refuge islands to break up major crossings and right-in-right-out entrances – right-turn corner islands (“porkchops”) are particularly effective
- Using higher visibility crosswalks – see the recommendations in Chapter 4

These treatments are illustrated in Figures 2.4.

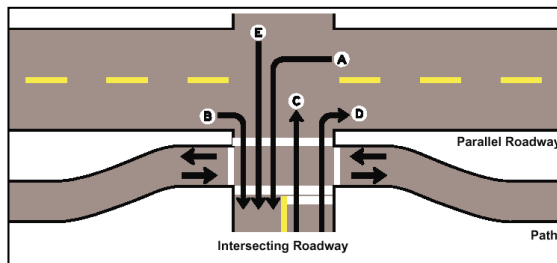


Figure 2.4. Top: Bringing sidepath crossings closer to the parallel road. Bottom: Right-turn corner island and high-visibility continental crosswalks

On-road Bikeways

Expanding Kankakee's bicycle network beyond its off-road trail and sidepath system requires the determination of appropriate bikeway choices for various contexts.

Due to the fear of getting hit by a car from behind, many believe sidepaths or sidewalks are *always* safer than on-road bicycling. Surprisingly, this is *not* the case where there are many side streets, residential driveways, and commercial entrances – especially for “contra-flow” cyclists biking against the flow of traffic.² The visibility issues described above are a prime reason. Note that for each motorist turning motion illustrated in Figures 2.2 and 2.3, an on-road cyclist on the right side of the road is within the motorist's viewing area. In fact, especially in urban areas during the day or when the bike is well-lit at night, the large majority of car-bike crashes occur at intersections – not from cars striking bikes from behind³.

The AASHTO guide describes the above and other sidepath issues in discouraging their use in inappropriate locations. In general, sidepaths may be better choices than on-road bikeways for faster, busier roads without lots of crossings. Since that is not the case for many of the City's other roads, various on-road bikeway options are considered in this plan.

Bike Lanes

Bike lanes are portions of the roadway designated for bicyclist use. Bike lanes are typically between five and six feet wide (including gutter pan) on each side of the road with a stripe, signage, and pavement markings. Cyclists in each bike lane travel one-way with the flow of traffic. Sample results^{2,4,5} around the country for roads with bike lanes include:

- More predictable movements by both cars and bikes
- Better cyclist adherence to laws about riding on the right side of the road
- Dramatic increases in bike usage with lower car-bike crash rates



Figure 2.5. Bike lanes (other side not shown).

Parking is not permitted in designated bicycle lanes. When a road has bike lanes and adjacent parking, the bike lanes should be striped between the parking space and the travel lanes. When a road has bike lanes but no on-street parking, indicate the parking prohibition. This can be done either by adding a no parking sign (MUTCD R8-3) on the same post as optional Bike Lane

² Moritz, W.E., “Survey of North American Bicycle Commuters: Design and Aggregate Results”, Transportation Research Board, 1997.

³ AASHTO Guide for the Development of Bicycle Facilities, pp. 3-8 and 3-9, 2012.

⁴ AASHTO Guide for the Development of Bicycle Facilities, p. 22, 1999.

⁵ Reynolds, C, et al., “The Impact of Transportation Infrastructure on Bicycling Injuries and Crashes: A Review of the Literature”, *Environmental Health*, 2009.

signs (MUTCD R3-17), using No Parking Bike Lane (MUTCD R7-9) signs, or using the standard No Parking signage typically used by the City.

Bike lane options are evolving, to provide benefits in various situations. Buffered Bike Lanes (Figure 2.6) are now accepted by the Federal Highway Administration and detailed in the



Figure 2.6. Buffered bike lanes (NACTO).

NACTO Urban Bikeway Design Guide. A buffer space may be added between travel lane and bike lane, or between bike lane and curbside parking. This plan lists Buffered Bike Lanes as secondary options for some road segments, under certain conditions.

Protected Bike Lanes (PBL) use bollards, curbs, or parking to separate bike lanes from travel lanes. American use of PBLs has grown significantly this decade in dense urban cores. While no PBLs are listed in the plan, they may be considered as an option – especially where intersection conflicts can be closely controlled, and motorist stop line compliance is high on cross streets and other intersections.

National standards are continually evolving on handling bike lanes at intersections. The AASHTO guide has long detailed advance merge areas and, where space allows, continuing bike lanes to intersections. New tools are colored pavement and extensions of bike lanes *through* intersections.

Insufficient pavement width due to the presence of turn lanes may necessitate interruption of bike lanes at intersections. Where this occurs with a right-turn only lane, shared lane markings may now be used for straight-ahead bicycle travel in the right-turn lane (Figure 2.7). Where this occurs with a left-turn lane but no right-turn only lane, use shared lane markings in the center of the rightmost through lane.

Green-Colored Pavement may now be used to enhance the conspicuity of bicycle lanes, or extensions of those lanes at intersections. One useful application may be between the pair of dotted lines used to extend a bicycle lane across the beginning of a right-turn-only bay and lane. Regular sweeping is important, as bike lanes tend to collect debris. The City performs regular sweeping of streets, parking lanes, and bicycle facilities.

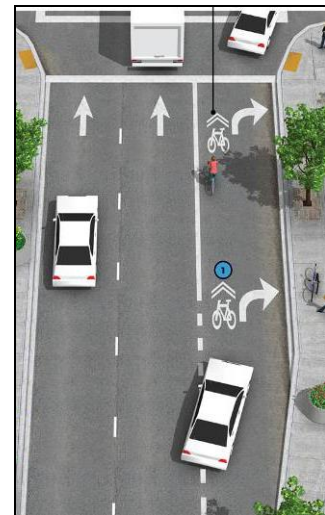


Figure 2.7. Shared Lane Markings in right-turn only lane. (NACTO)

Shared Lane Markings

Shared lane markings (aka “Sharrows”) inform cyclists of optimum lane positioning. Bicycle positioning on the roadway is important to avoiding conflicts with cars turning at intersections and doors opening on parked cars. Also, SLMs are more effective than signage alone in reminding drivers of the possibility that they will see a bicyclist in the road.

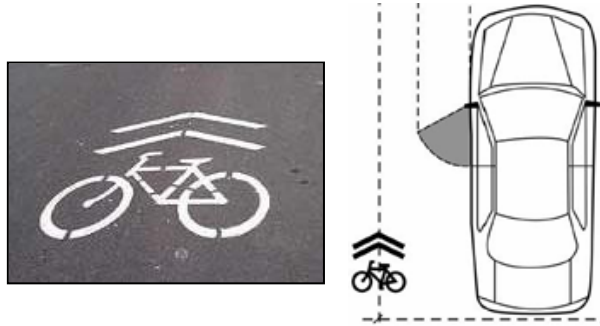


Figure 2.8. Shared Lane Marking.

Shared lane markings may only be used on streets with speed limits of 35 mph or lower. Sometimes SLMs are used in lieu of bike lanes on relatively comfortable roads that would still benefit from a higher level of guidance to bicyclists and motorists. More often, however, SLMs are a fallback treatment where there is insufficient width for bike lanes.

On roads with no permitted parking, the center of the marking shall be 4 feet (or more) from the curb. On roads with permitted and occupied parking, the center of the marking shall be 11 feet (or more) from the curb. SLMs that far from the curb work best at higher (>30%, perhaps) parking occupancies. However, this plan also recommends SLMs on some roads with lighter parking and wider lanes lacking other options besides Bike Route wayfinding signage only.

The markings should be placed right after an intersection and spaced at intervals of 250 feet thereafter. See MUTCD chapter 9 for more installation guidance. The shared lane marking also can be used to indicate correct straight-ahead bicycle position at intersections with turn lanes, where bike lanes or combined bike/parking lanes have been temporarily dropped.

SLMs should be supplemented with wayfinding signage.

Signed Bike Routes

Some roads may be identified by signage as preferred bike routes, because of particular advantages to using these routes compared to others. These “signed shared roadways” may be appropriate where there is not enough room or less of a need for dedicated bike lanes. A road does not require a specific geometry to be signed as a Bike Route, providing flexibility. A Bike Route may be a striped or unstriped street, or a road with paved shoulders.

It is recommended to use the updated signage styles available in the latest MUTCD. Some styles also provide wayfinding assistance at intersections with supplemental destination plates and arrows placed beneath them. The 2009 version of the MUTCD manual includes signs that combine bike route designation with wayfinding information. Some Illinois towns have put two or three destinations on a single sign, with mileages. Figure 2.10 illustrates some examples.



Figure 2.10. Bike Route wayfinding sign options. Left: D11-1/D1-1 Middle: D11-1c Right: D1-2b

As described in Chapter 4, wayfinding signs are useful throughout the bikeways network, whether along a trail, bike lane or route. See MUTCD for spacing and placement specifications.

Combined Bike/Parking Lanes

Some residential collector streets with wide lane widths permit on-street parking, but parked cars are sparse – under 5% or 10% occupancy – except perhaps on special occasions (“party-parking”). While this may be an opportunity for dedicated bike lanes, removal of parking on even one side may be politically infeasible – even though the wider lanes often encourage faster traffic speeds through neighborhoods.



Figure 2.11. Combined Bike/Parking Lanes.

A fallback option is to stripe off 7-8 feet (including gutter pan) for the occasional parked car. This space, essentially an “urban paved shoulder”, may be used by bikes, too. Sign the road as a Bike Route, but do not include any designated bike lane signage or pavement markings. Cyclists in this space would pass parked cars just as they do on road shoulders and unstriped roads. Benefits include:

- An increased perception of comfort by the cyclist
- Lower likelihood of the occasional parked car being hit by another car
- The traffic-calming effect of narrower lanes, i.e., slowing car speeds

“Combined Bike/Parking Lanes” (CBPLs) allow parking, but bike lanes do not. Steps should be taken to avoid confusion. Combined bike/parking lanes should use signage indicating parking permission information. As mentioned earlier, bike lanes should use “no parking” signs – where there is no adjacent on-road parking.



Figure 2.12. Signal activation marking and sign.

Signal Activation by Bicycles

Both bicycles and motorcycles have difficulty activating demand-actuated traffic signals. Cars may not be present to trip the signal, or cars may be stopped too far back of a bike. Pedestrian push-button actuation, if present, is often inconveniently located for on-road bikes.

Illinois now has a law by which bicyclists and motorcyclists may treat stoplights like stop signs, after two minutes of not being detected. Engineering solutions are safer and preferred.

For existing intersections, the MUTCD-approved Bicycle Detector Pavement Marking (MUTCD Fig. 9C-7) in Figure 2.12, together with the R10-22 Bicycle Signal Actuation Sign, can indicate a detector trigger point for actuating the signal. For standard detectors, the detector's perimeter – such as its right edge – is more sensitive to bicycles. Correct tuning of the detector may be needed, too.

For new intersections, quadrupole loop detectors, microwave or new camera detection technology could be used, as they are more sensitive to bikes and motorcycles.

Chapter 4 includes a recommendation on this issue.

3 Guidelines For Bikeway Recommendations

Introduction

A bikeways network is comprised of routes that are particularly important because they serve key destinations and facilitate travel across barriers. Although all City streets, except where prohibited, will be used by cyclists, a designated bikeways network helps direct them to particularly favorable routes, especially for mid- and long-distance trips. Developing a plan for a bikeways network establishes priorities for improvements, such as striping for bike lanes or combined bike/parking lanes, completing sidepaths and trails, adding wayfinding signs and improving crossings.

Kankakee's bikeways network was developed with a variety of inputs:

- **Public Involvement:** On May 15, 2014, a “Public Brainstorming Workshop” was attended by over 50 residents. The purposes of the workshop included: a) gather local resident knowledge on biking needs; b) prioritize road corridors and other routes to study for potential improvements; c) build community support for the plan and its implementation. Each attendee marked individual maps with suggestions. A group exercise followed in which top priorities from three geographic regions of the City were discussed and reported. See Appendix 2 for results.
- **Consultation with Steering Committee and Staff:** In addition to the workshop, two meetings were held with the Steering Committee of the Kankakee Bicycle Plan, consisting of City staff, elected officials, other relevant agencies, and others (see Appendix 1). The committee guided the project approach and the principles used in making recommendations, while providing valuable input on the recommendations and plan draft. Meanwhile, City staff and the plan consultant extensively discussed the list of bicycle network recommendations in the plan.
- **Bicycle Level of Service Analysis:** The Bicycle Level Of Service⁶ (BLOS) measure quantifies the “bike-friendliness” of a roadway, helping to remove a wide range of subjectivity on this issue. The measure indicates adult bicyclist comfort level for specific roadway geometries and traffic conditions. Roadways with a better (lower) score are more attractive – and usually safer – for cyclists. BLOS has been used in IDOT’s bicycle maps for years, and it has been added to the Highway Capacity Manual. More information and an online calculator is at <http://www.bikelib.org/bike-planning/bicycle-level-of-service/> BLOS is used in the Kankakee Bicycle Plan to measure existing and future conditions, to set standards for the bikeway network, and to justify recommendations.

⁶ Landis, Bruce, "Real-Time Human Perceptions: Toward a Bicycle Level of Service," Transportation Research Record 1578 (Washington DC, Transportation Research Board, 1997).

- **Review of standards, guidelines and best practices:** The plan draws heavily from AASHTO, the MUTCD (FHWA), and NACTO, nationally recognized resources for bicycle facility design. See Bikeways Types discussion in the previous section.

Guiding Principles and Selecting Bikeway Type

The following general guiding principles were used for the plan's recommended improvements to Kankakee's bikeway network.

- Plan for a target audience of casual adult cyclists. At the same time, address the needs of those who are more advanced and those who are less traffic-tolerant, including children.
- Strive for a network that is continuous, forming a grid of target spacing of ½ to 1 mile to facilitate bicycle transportation throughout the City.
- As much as possible, choose direct routes with lower traffic, ample width, stoplights for crossing busy roads – and at least some level of traffic control priority (minor collectors or higher classification) so that cyclists do not encounter stop signs at every street.
- Look for spot improvements, short links, and other small projects that make an impact.
- Be opportunistic, implementing improvements during other projects and development. An example is restriping during resurfacing. Widening a road to add an on-road bikeway will be considered as part of a major road reconstruction, but not as a standalone project.

These guidelines were used for making recommendations for specific route segments:

- Consider both on-road and off-road improvements, as described in Chapter 2. Narrowing lane width to 11' or 10' will be considered if necessary to implement an on-road bikeway on local roads with lower speed and lower truck traffic.
- Where on-road bikeways are recommended, try to achieve a BLOS rating of High C (marginal), B (ideal), or better for designation in the network. This is an appropriate goal for accommodating the casual adult bicyclist. Depending on the situation, use Bike Lane or Bike Route signage, plus wayfinding signage to indicate inclusion in the network.
- For the on-road segments designated as being in the network, raise the priority of filling sidewalk or sidepath gaps on at least one side of the road. This recognizes that children – and more traffic-intolerant adults – will ride on the sidewalk. However, sidewalks with width under sidepath standards should not be designated or marked as part of the bikeway network.
- Only in special cases should sidepaths be recommended where there are too many crossing conflicts (driveways, entrances, cross streets) or where residential front yards will be impacted. Where sidepaths are recommended, use the design techniques described above to somewhat reduce the risks at intersections.
- Where there is sufficient width and need, and speeds are moderate to low, use striping to improve on-road cyclist comfort level. Depending on available width and parking occupancy, the striping may be in the form of either dedicated bike lanes or combined bike/parking lanes. Where such roads have insufficient width for striping, shared lane

markings or simply Bike Route wayfinding signs are recommended, depending on parking occupancy and assuming an on-road comfort level meeting the target BLOS.

- Use Shared Lane Marking and bike signal actuation pavement markings to indicate proper on-road bicycle position, especially where heavy bicycle traffic is expected. Shared Lane Markings should be used in straight-ahead lanes, at intersections where turn lanes require the interruption of striped bike lanes or Combined Bike/Parking Lanes.

Generating Public Support

To improve public support for plan implementation, these additional approaches are suggested:

- Achieve early, easy successes (“low-hanging fruit”) to gather momentum.
- Avoid removing on-road parking if at all possible, especially by businesses and on roads with more than very low parking occupancy. When a primary recommendation calls for the removal of any parking, list secondary, fallback recommendations as options.
- Where appropriate, use road striping to serve not only bicyclists but adjacent residents, as well. Cite the traffic calming (slowing) and other benefits of striped, narrower roads.
- Do not widen 4-5 foot sidewalks to 8-10 foot sidepath widths where at least some residential front yards would be impacted.
- Do not widen residential roads solely for bikeways.
- Work with local businesses and media to help promote the plan and highlight progress.

Bike Lane Recommendations and Tradeoffs

The AASHTO guide says: “Bike lanes are the appropriate and preferred bicycle facility for thoroughfares in both urban and suburban areas.” Implementation of some of the plan’s bike lane recommendations (e.g., parts of River Street, Eastridge and Crestwood) are relatively straightforward, with sufficient pavement width under current conditions. However, other locations involve tradeoffs.

One such tradeoff is the reduction of lanes – a “road diet.” For parts of 5th and Schuyler Avenues, the primary recommendation calls for converting four-lane road sections to three lanes (one travel lane in each direction, plus continuous left-turn lane) plus bike lanes. For parts of Grinnell Road and Willow Street, the continuous left-turn lane of a three-lane road is recommended to be removed, creating space for bike lanes.

These recommendations considered current and projected traffic levels and likely utilization of the continuous left-turn lane. The plan’s recommendations regarding road diets are considered relatively conservative compared to some bicycle planning industry “rules of thumb.” Further guidance on road diets will be forthcoming this year from the FHWA.

Parking removal for the addition of bike lanes was considered even more seriously, due to potential political impacts. Several bikeway network road segments, all having low parking

occupancy and most having off-street alternatives, do have bike lanes with parking removal as the primary recommendation. These include Chestnut Street through much of downtown, Hobbie Avenue south of Locust Street, Entrance Avenue north of the railroad, and part of Curtis Avenue. Streets in which parking would be partially reduced, from two sides to one, include much of Schuyler Avenue north of the river, Station Street west of the railroad, and parts of Chestnut Street and 5th, Curtis, Hobbie, and Nelson Avenues.

The plan recommends case-by-case consideration and public involvement when parking will be eliminated for bike lanes. When doing so, another factor in the decision should be levels of speeding along the segment, as bike lanes can reduce speeds through passive traffic calming^{7,8}.

Backup or fallback options are usually listed for segments for which bike lanes with parking removal are recommended. However, lesser treatments such as bike route wayfinding signage alone may not meet the target bicyclist comfort level goal for the bikeway network.

For other segments in which parking removal was considered, various technical and/or political reasons led to a lesser level of accommodation being listed as the primary recommendation. In those cases, the bike lane configuration is listed as a secondary option, should the decision ever be made to remove parking there.

⁷ Bureau of Traffic Management, “N. Ida Avenue Neighborhood Traffic Management Project—Final Report,” City of Portland, OR, 1996.

⁸ Private communications with police departments in Geneva and Buffalo Grove, IL, who studied the effect locally.

4 Bikeway Network Recommendations

Introduction

The Kankakee Bicycle Plan proposes an expanded network of bicycle routes to facilitate travel to all sections of the City and beyond. The recommended projects in this section will also help fill gaps, tackle barriers and improve conditions to complete the network. See the earlier Bikeways Guidelines section for more information on how routes and projects were selected.

A major caveat for the vast majority of these recommendations is that both the primary and secondary/other option recommendations assume the existing pavement width. Future reconstruction or expansion projects are opportunities to consider better bike accommodations, especially in those places where the bikeway network's comfort level target could not previously be met.

Understanding the Maps

The plan's maps provide a snapshot of needs and recommendations.

- **Figure 4.2) Existing Conditions -- Trails and On-Road Comfort Level:** Shows *existing* on-road conditions for bicyclists on studied roads, including, but not limited to, all routes studied for the network. It also provides information on existing trails and sidepaths.
- **Figure 4.3) All Existing and Recommended Bikeways:** Recommended on- and off-road bike facilities, including long-term future projects as well as low priority projects resulting in only a minor improvement or a slightly denser network.
- **Figure 4.4) Existing and High/Medium Priority Recommended Bikeways:** A subset of the map above, without long-term future projects and low priority projects removed.
- **Figure 4.5) Future Conditions -- Trails and On-Road Comfort Level:** Portrays how the off-road trail system and on-road bicycle level of service will change, if the recommended projects are implemented. Only those on-road segments "in the network" are shown.

Consider Station Street and Maple Street/Waldron Road as examples in using the maps and the spreadsheet in Appendix 3. The existing conditions map shows various segments (and even different sides of the street) ranging from an on-road comfort level of high B to high D, in terms of Bicycle Level of Service. A BLOS of C is considered acceptable for experienced cyclists, as is B for casual adult cyclists – the minimum target of this plan.

The recommended bikeways maps calls for bike lanes from Court to the river's west bank, with details of the proposed lane reconfiguration described in the spreadsheet. Add stripes on the bridge creates "paved shoulders" somewhat narrower than bike lanes. From 6th to Washington, the primary recommendation calls for removal of westbound parking for bike lanes and for eastbound shared lane markings – with other options listed. Combined bike/parking lanes are suggested from Washington to Evergreen and on Maple from Nelson to Duane. Between Evergreen and Nelson, shared lane markings are recommended, with the spreadsheet detailed

the different distances of the markings for the two sides of the road. Southeast of Duane, as Waldron Road leaves the City, paving the shoulders is the recommendation. Due primarily to network significance and public demand, all segments are listed as high priority.

The future conditions map and spreadsheet show that bike lane and combined bike/parking lane striping would improve those segments of Station and Maple at least one gradation, into the B range or better. The two paved shoulder segments would improve from a Low C or a D to a High C. Shared lane markings would not significantly change comfort level, but would provide network connectivity.

Figure 4.2) Existing Conditions -- Trails and On-Road Comfort Level

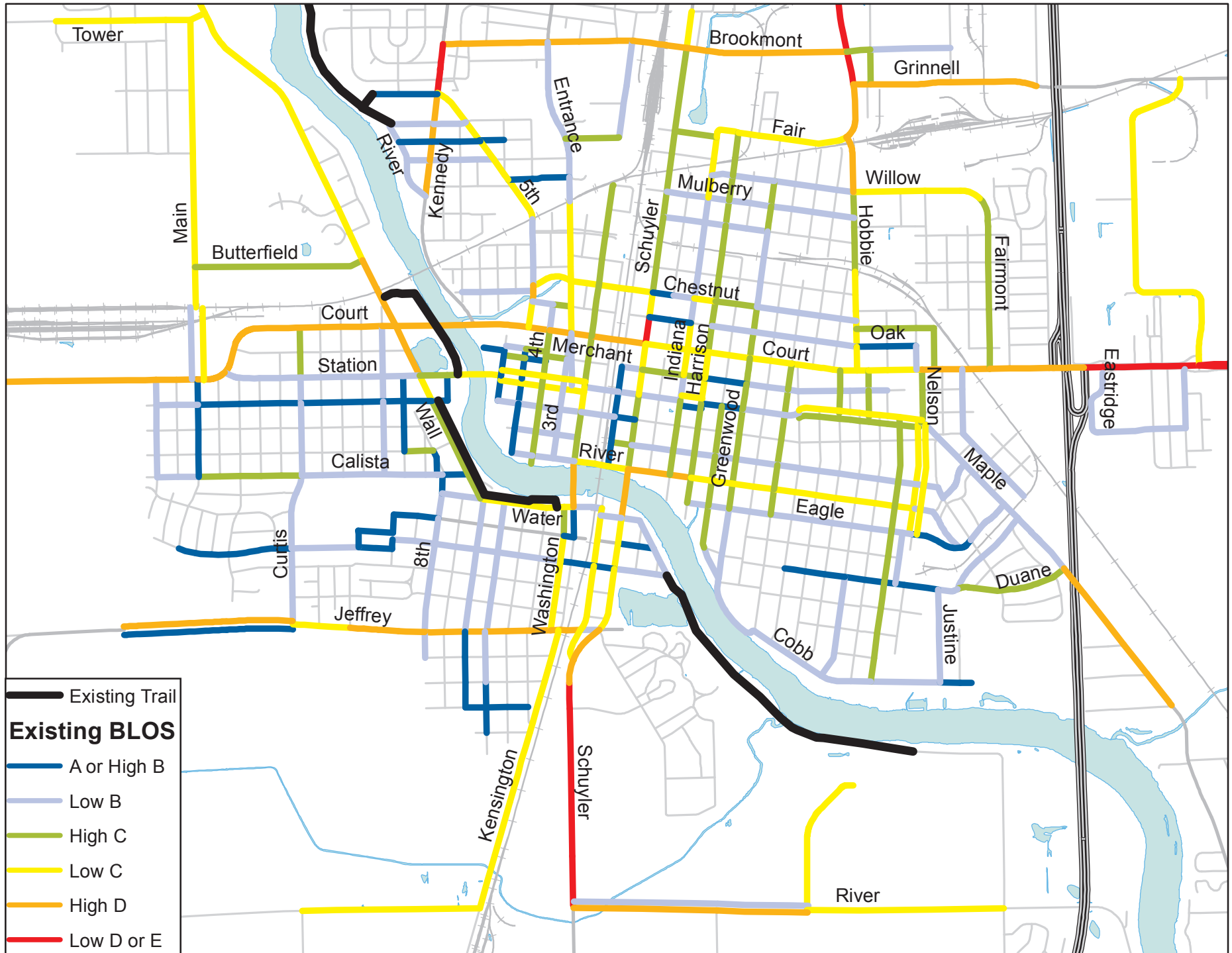


Figure 4.3) All Existing and Recommended Bikeways

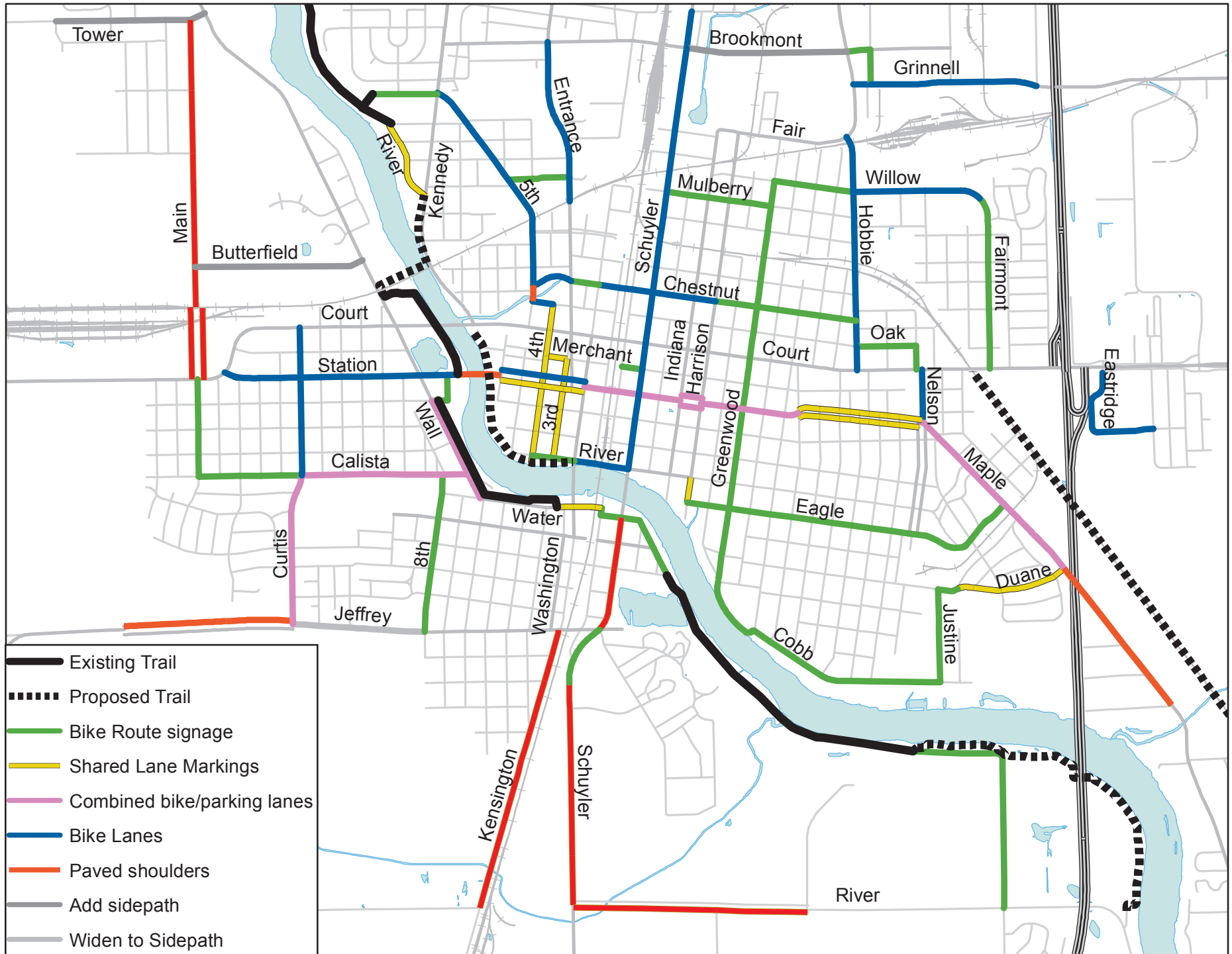


Figure 4.4) Existing and High/Medium Priority Recommended Bikeways

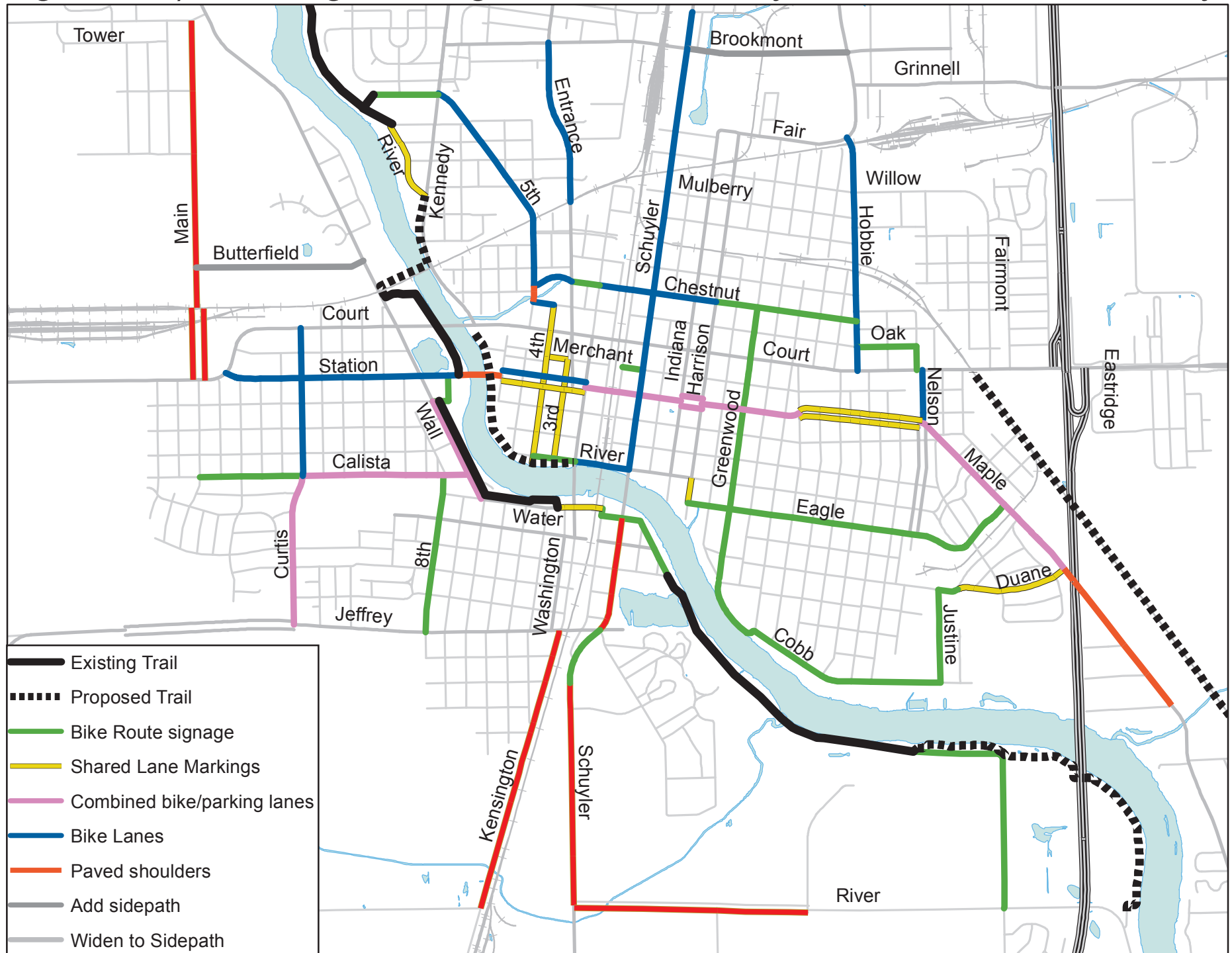
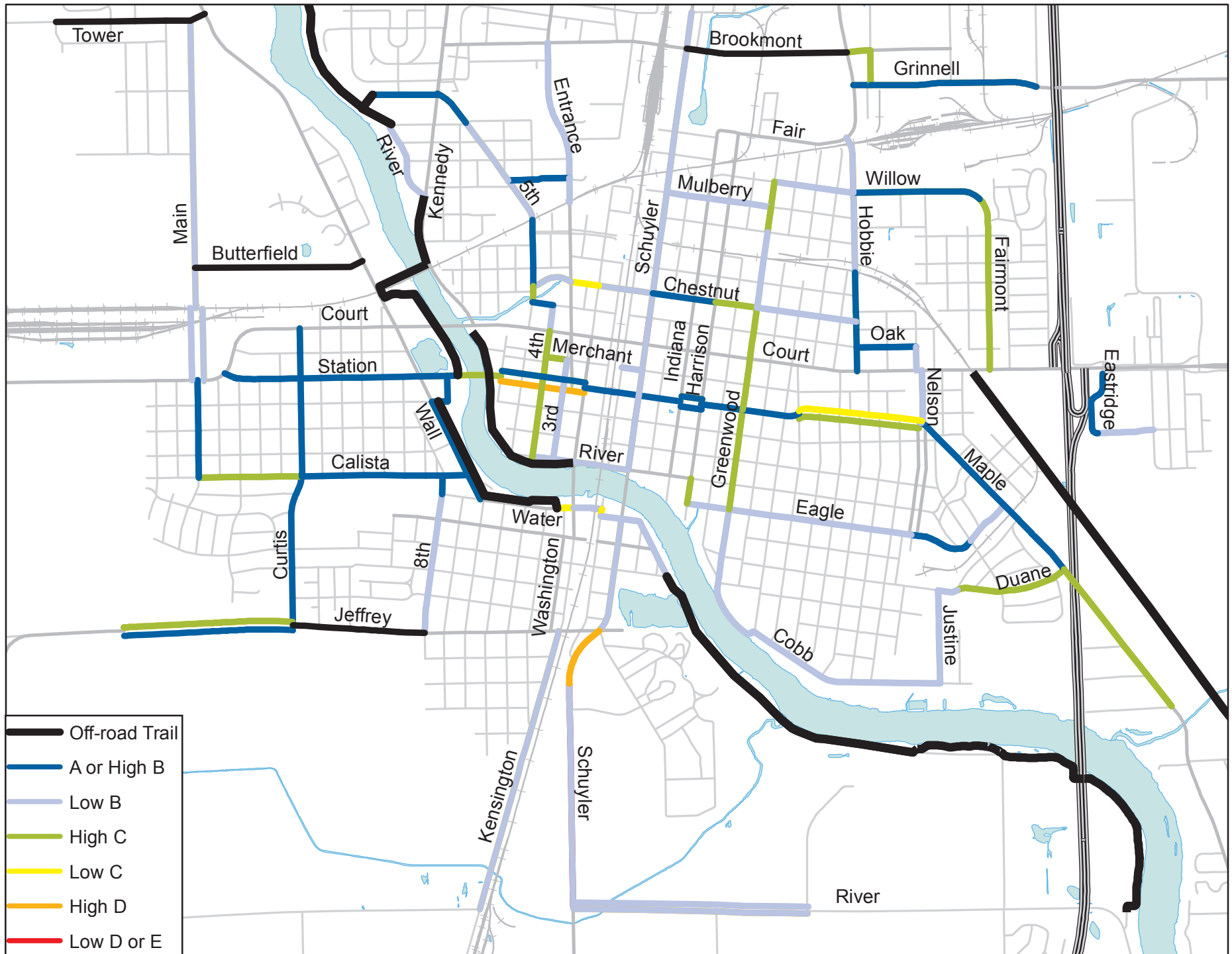


Figure 4.5) Future Conditions -- Trails and On-Road Comfort Level



Understanding the Project List

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service, sidewalk coverage, recommendation details and implementation notes, is housed in a spreadsheet that helps create the maps. See Appendix 3 for the entire dataset by road segment.

The table below summarizes recommended projects by road name. Listed at the end are low priority routes less important to the network. When an agency other than the City of Kankakee has jurisdiction, and would need to be involved in implementation either through permitting or by taking the lead, that agency is listed in the Priority column: *IDOT*, *Kankakee County*, *Kankakee Valley Park District (KVPD)*, or *Limestone Township (Twsp)*.

Table 4.1. Recommended Projects - High and Medium Priorities

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
3rd (S-bd)	Merchant	River	Shared Lane Markings		Medium
4th	Oak	River	Shared Lane Markings		Medium
5th	W-end / trail	Kennedy	Bike Route wayfinding signage		High
5th	Kennedy	Henry	Bike Lanes (road diet)		High
5th	Henry	railroad	Bike Lanes		High
5th	railroad	Chestnut	Bike Lanes (remove parking)		High
5th	Chestnut	Oak	Paved Shoulders		High
8th	Calista	Jeffery	Bike Route wayfinding signage		Medium
Brookmont	Washington	Schuyler		Complete Sidewalk	High
Brookmont	Schuyler	Hobbie		Sidewalk	Medium
Butterfield	Main	Wall		Sidewalk	Medium
Calista	Main	Curtis	Bike Route wayfinding signage		Medium
Calista	Curtis	Wall	Combined Bike/ Parking Lanes		High
Chestnut	5th	Entrance	Bike Lanes (remove parking)	Sidewalk	High
Chestnut	Entrance	Washington	Bike Route wayfinding signage		High
Chestnut	Washington	Harrison	Bike Lanes (remove parking)		High
Chestnut	Harrison	Hobbie	Bike Route wayfinding signage		Medium
Cobb	Emory	Justine	Bike Route wayfinding signage		High
Curtis	Court	Calista	Bike Lanes (remove parking)		High
Curtis	Calista	Jeffery	Combined Bike/ Parking Lanes		High
Duane	Justine	Country Club	Bike Route wayfinding signage		Medium
Duane	Country Club	Maple	Shared Lane Markings		Medium
Eagle	Harrison	Maple	Bike Route wayfinding signage		High
Entrance	Brookmont	railroad	Bike Lanes (remove parking)		Medium
Fair	Harrison	Hobbie		Complete Sidewalk	Medium [IDOT]
Greenwood	Chestnut	Chicago	Bike Route wayfinding signage		Medium
Harrison	River St	(riverside)	Shared Lane Markings		Medium
Hobbie	(Soldier Creek)	Fair		Sidewalk	High [IDOT]
Hobbie	Fair	Willow	Bike Lanes (road diet)	Complete Sidewalk	High
Hobbie	Willow	railroad	Bike Lanes (remove parking)		High
Hobbie	railroad	Court	Bike Lanes (remove parking)		Medium

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Hunter	Oak	Merchant	Bike Route wayfinding signage		Medium
Jeffery (E-bd)	westward	Curtis		Sidewalk	Medium [IDOT]
Justine	Duane	Cobb	Bike Route wayfinding signage		High
Kennedy	Brookmont	Court		Complete Sidewalk	Medium [IDOT]
Kensington	Jeffery	(southward)	Paved Shoulders		Medium [County]
Main	Wall	IL 17	Paved Shoulders		Medium
Maple	Evergreen	Nelson	Shared Lane Markings		High
Maple	Nelson	Duane	Combined Bike/Parking Lanes	Complete Sidewalk	High
Merchant	4th	Entrance	Shared Lane Markings		Medium
Merchant	East	Schuyler	Bike Route wayfinding signage		Medium
Nelson	Court	Maple	Bike Lanes (remove parking)		Medium
Oak	5th	4th	Bike Lanes (remove parking)		Medium
Oak	Hobbie	Hunter	Bike Route wayfinding signage		Medium
park road	river and trail	River Rd	Bike Route wayfinding signage		Medium [KVPD]
River St	4th	Washington	Bike Route wayfinding signage		High
River St	Washington	Schuyler	Bike Lanes		High
River St	Schuyler	Harrison		Sidewalk ramps	High [IDOT]
River Dr	Gregg	Kennedy	Shared Lane Markings		Medium
River Rd (E-bd)	Schuyler	College	Paved Shoulders		Medium [County]
river trail (NE bank)	River Dr	railroad bridge		Trail	High
river trail bridge	Wall	NE river bank		Trail bridge	High
river trail (NE bank)	S of Court	Washington		Trail	High
river trail (SW bank)	E end in park	River Rd		Extend Trail	Planned [KVPD]
Schuyler	South	Brookmont	Bike Lanes (road diet)		Medium
Schuyler	Brookmont	River St	Bike Lanes (remove parking)		High
Schuyler	River St	Water	(to be determined)		[IDOT]
Schuyler	Water	Jeffery	Paved Shoulders		Medium [IDOT]
Schuyler	Jeffery	1 blk S of East	Bike Route wayfinding signage	Sidewalk	Medium [IDOT]
Schuyler	1 blk S of East	River Rd	Paved Shoulders		Medium [IDOT]
Station	Court	W of bridge	Bike Lanes (remove parking)		High
Station	W of bridge	6th	Paved Shoulders		High
Station	Washington	Evergreen	Combined Bike/Parking Lanes		High
Station (E-bd)	6th	Washington	Shared Lane Markings		High
Station (W-bd)	6th	Washington	Bike Lanes (remove parking)		High
Waldron	Duane	southeast	Paved Shoulders		High [County]
Wall	Oaktree	Butterfield		Complete Sidewalk	Medium [IDOT]
Wall	Hickory	Water	Combined Bike/ Parking Lanes		Medium
Water	trail entrance	East	Shared Lane Markings		Medium
Water	Schuyler	Hawkins	Bike Route wayfinding signage		Medium

Table 4.2. Recommended Projects - Low Priority

Street	From (N/W)	To (S/E)	On Road Recommendation	Off Road Recommendation	Priority
Brookmont	Hobbie	Panozzo	Bike Route wayfinding signage		Low
Crestwood	Eastridge	Longwood	Bike Lanes		Low
Eastgate	(northward)	Court		Sidewalk	Low
Eastridge	Court	Crestwood	Bike Lanes		Low
Fairmont	Willow	Court	Bike Route wayfinding signage		Low
Greenwood	Willow	Chestnut	Bike Route wayfinding signage		Low
Grinnell	Hobbie	I-57	Bike Lanes (remove CLTL)		Low
Jeffery	Curtis	8th		Widen to sidepath	Low [IDOT]
Jeffery	8th	3rd		Sidewalk	Low [IDOT]
Jeffery (W-bd)	westward	Curtis	Paved Shoulders		Low [IDOT]
Main	Station	Calista	Bike Route wayfinding signage		Low
Mulberry	5th	Entrance	Bike Route wayfinding signage		Low
Mulberry	Schuyler	Greenwood	Bike Route wayfinding signage		Low
Panozzo	Brookmont	Grinnell	Bike Route wayfinding signage		Low
Tower	west of Main	Main		Sidepath	Low [Twsp]
Willow	Greenwood	Hobbie	Bike Route wayfinding signage		Low
Willow	Hobbie	Fairmont	Bike Lanes (remove CLTL)		Low

Bikeway Wayfinding Signage

The recommended bicycle network includes a variety of on-road and off-road bikeway types. For each of these, network signage can serve both wayfinding and safety purposes including:

- Helping to familiarize users with the bikeway system
- Helping users identify the best routes to significant destinations
- Helping to overcome a “barrier to entry” for people who do not bicycle much but who want to get started
- Alerting motorists to expect bicyclists on the route

It is recommended that Kankakee adopt wayfinding conventions consistent with Section 4.11 of the 2012 AASHTO bike guide (see Figure 4.9). In general, signs should be placed where a route turns at an intersection,

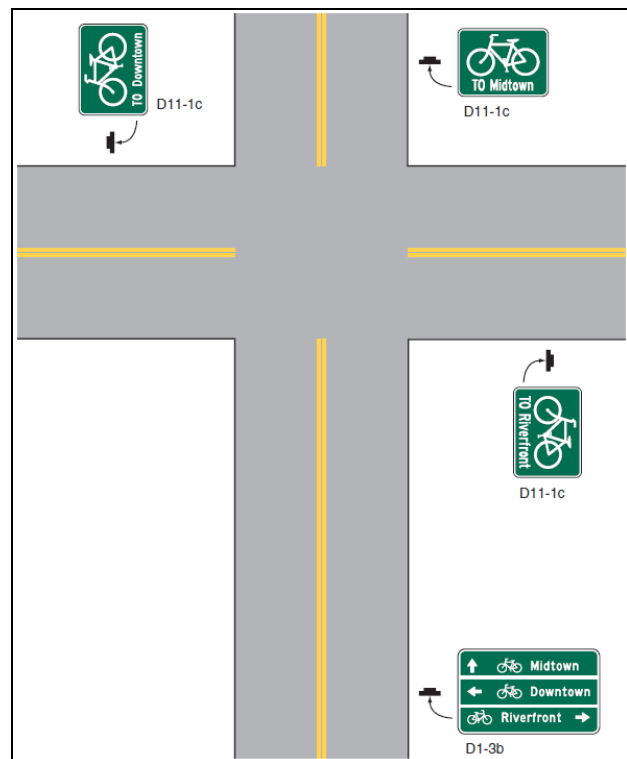


Figure 4.9. Example of wayfinding signage.

crosses another route, and crosses major intersections. Confirmation signs should be placed periodically, too.

Ideally, wayfinding signage would be installed for the entire Kankakee bikeway network, during the same time period. However, if priorities must be set, or if phasing will be done, then a suggested order or prioritization is as follows:

1. Trails on their own rights-of way, especially trails with confusing decision points
2. On-road bikeway sections implemented by that time
3. Sidepaths along major roads

Finally, Des Plaines provides an interesting example to consider: proposed 7.5” X 4” stickers on the backs of their bikeway wayfinding signs. The city’s bicycle webpage and corresponding QR code are listed. The webpage has background information – and bikeway maps.



Figure 4.10. DesPlaines QR code sticker.

Traffic Signals for Bicycle Actuation Study

An advantage of using collector streets in a bikeway network is that these roads usually have traffic signals to aid in crossing busier, arterial roads. There is a strong possibility that these stoplights are demand-actuated for those traveling on the collectors. Bicycles must be able to actuate the traffic signals’ detectors – otherwise the routes become less useful to the network.

It is recommended that the demand-actuated signals slated for the routes of the bikeway network be field-tested for bicycle actuation. Chapter 2 lists some possible remedies.

Other Agencies

The City should look for **rail-to-trail** (rail abandonment) or **rail-with-trail** (trail along active railroad) opportunities, in partnership with the appropriate railroads. An example is the Kankakee, Beaverville, and Southern Railroad corridor extending southeast from Court Street, north of Maple/Waldron.

The City should work closely with IDOT and Kankakee County Highway Department to identify opportunities to improve roadways as part of new, reconstruction and maintenance projects. Each road occasionally has to be maintained, and sometimes intersection or expansion projects are done. These are the most cost-efficient opportunities to also make improvements (as needed) for those walking and biking. Specific suggestions from this plan:

Improvements On or Along IDOT Roads. Specific plan recommendations relevant to IDOT roads are detailed in Appendix 3 and include:

- Fair – Complete the sidewalk from Harrison to Hobbie.

- Hobbie – Add a sidewalk from Soldier Creek to Fair.
- Kennedy – Complete the sidewalk from Brookmont to Court.
- River St – Add sidewalk ramps from Schuyler to Harrison. Add bike lanes if the segment is reconstructed and widened in the future.
- Schuyler – Stripe off paved areas already used like paved shoulders, between Water and Jeffrey. Add Bike Route wayfinding signage, and/or a sidepath, along the de facto frontage road/sidepath on the west side of the road from East to 1 block south. Pave at least 5 feet of the wide, gravel shoulders from 1 block south of East to at least River Road – and preferably to I-57. Consider the suggestions in the spreadsheet when resurfacing or reconstructing the river bridge.
- Wall – Complete the sidewalk from Oaktree to Butterfield.

Water Street is a signed bike route at Schuyler. This unsignalized crossing could be improved by adding a flashing warning beacon along with FYG-colored W11-1 and W16-7p bicycle warning signs on Schuyler. Having the beacon flash only when actuated – with bike/ped activation from Water – would be critical, since continuously flashing beacons quickly become an ignored part of the background.

In addition to the list above, any IDOT road improvement in Kankakee should be considered for possible improvements in bicycle and pedestrian accommodation. Of particular importance will be bridge reconstruction projects – as bridges are often barriers to bike/ped travel.

Any bikeways on state routes will have to meet IDOT design policies. Accommodations stated in the plan are not necessarily projects IDOT has scheduled in the near or long term.

Bikeways On or Along County Roads. Specific plan recommendations relevant to Kankakee County Highway Department roads include:

- Kensington – Add and pave shoulders south from Jeffrey.
- River Road – Add and pave an eastbound shoulder from Schuyler to College, at least.

5 Standards for Road Design and Development

Introduction

Complete Streets refers to a way of thinking about roadways that emphasizes the safety needs of all the people who travel along and across them—whether they are in a car, on a bike, on foot, in a wheelchair, or pushing a stroller. A busy street that efficiently moves cars but provides no room for bicyclists or no convenient crossing for school children might be considered “incomplete.”

In recent years, agencies from all levels of government have developed policy and planning tools to ensure that road project designs accommodate those who walk or bike by choice or necessity. In 2010, IDOT adopted design policy changes to implement a new Complete Streets law for their roads. That same year, the US Department of Transportation also voiced support for Complete Streets with a new bicycle and pedestrian accommodation policy statement:



Figure 5.1: Filling in sidewalk gaps and improving intersections helps complete a street.

“Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.”

In 2012, the City of Kankakee enacted Ordinance 2012-57, adopting a Complete Streets philosophy as municipal policy. The ordinance instructs relevant City departments to “make Complete Streets practices a routine part of everyday operations” and “approach every transportation project and program as an opportunity” to improve safety and convenience for all roadway users. It calls for development of a non-motorized plan. It also states:

In design guidelines, the City of Kankakee... shall coordinate templates with street classifications and revise them to include Complete streets infrastructure....”

By developing this Bicycle Plan, a version of a non-motorized plan, the City of Kankakee has established priorities for road corridors that need improvement. However, to ensure that all road projects—whether or not they are addressed specifically in this plan—consider the needs of all potential travelers, the plan provides specific suggestions for the design guideline revisions called for in the ordinance.

Plan Recommendations

City-Maintained Roads: To implement the Complete Streets ordinance on a practical level, local road design standards may need to be modified. As a major part of that, the tables below may be used to specify appropriate bikeway accommodation and conditions for sidewalk construction.

Table 5.1. Suggested Bicycle Accommodation in Road Designs

Minor urban 25-30 mph roads			
	<i>No parking</i>	<i>Sparse (<10%) parking</i>	<i>Significant parking</i>
<i>Local Residential</i>	None	None	None
<i>(Preferred route)</i>	SLM-4	CBPL	SLM-11
<i>Minor Collector</i>	None	None	None
<i>(Preferred route)</i>	SLM-4 (or BL-5*)	CBPL	SLM-11 (or BL-5*)

Arterial or Major Collector (Urban unless noted)			
	<i>2000-8000 ADT</i>	<i>8000-15000 ADT</i>	<i>Over 15000 ADT</i>
<i><35 mph</i>	BL-5	BL-5 (or BL-6*)	BL-6 (or SP) <i>Note A</i>
<i>35-40 mph</i>	BL-5 or SP [<i>Note A</i>]	SP (or BL-6) <i>Note A</i>	SP (or BL-6) <i>Note A</i>
<i>>40 mph</i>	SP	SP	SP
<i>55 mph rural</i>	SH-4 (or SH-6*)	SH-6 (or SH-8*)	SH-8

- (Parentheses) indicate the secondary recommendation, if certain conditions are met.
- An asterisk* indicates the secondary recommendation may be used at the higher ends of a range and/or where the need is greater.

SLM-4: Shared Lane Markings 4' from curb faces. MUTCD D1 or D11 wayfinding signage preferred as a supplement.

SLM-11: Shared Lane Markings 11' from curb faces (on-street parking present). D1 or D11 wayfinding signage preferred as a supplement.

CBPL: Combined Bike/Parking Lanes, solid stripes 7' from curb faces. Parking permission indicated with signage. D1 or D11 wayfinding signage preferred as a supplement.

BL-5 or BL-6: Bike Lanes of width 5 or 6 ft, respectively, with pavement stencils and signage per AASHTO. Where there is no parallel on-road parking next to the bike lane, indicate through signage that parking is not permitted in the bike lane.

SP: Off-road sidepath trail designed per AASHTO, on at least one side of road.

SH-4, SH-6, or SH-8: Paved shoulders of width 4, 6, or 8 ft, respectively. Any rumble strips should have longitudinal breaks and a minimum 4 ft clear zone for bikes.

Note A: As the frequency of crossings (side streets, commercial entrances, driveways) increase, the choice of bike lanes or sidepath moves closer to bike lanes.

Table 5.2. Federal Highway Administration’s Guidelines for New Sidewalk Installation

Roadway Classification and Land Use	Sidewalk Requirements	Future Phasing
Highway (rural)	Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Highway (rural/suburban - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Suburban Highway (2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Major Arterial (residential)	Both sides required.	
Collector and Minor Arterial (residential)	Both sides required.	1.525 m (60 in)
Local Street (Residential - less than 2.5 d.u./hectare (1 d.u./acre))	One side preferred. Min. of 1.525 m (60 in) shoulders required.	Secure/preserve ROW for future sidewalks.
Local Street (Residential - 2.5 to 10 d.u./hectare (1 to 4 d.u./acre))	Both sides preferred. One side required.	Second side required if density becomes greater than 10 d.u./hectare (4 d.u./acre).
Local Street (Residential - more than 10 d.u./hectare (4 d.u./acre))	Both sides required.	
All Streets (commercial areas)	Both sides required.	
All Streets (industrial areas)	Both sides preferred. One side required.	

Note: *d.u. stands for dwelling unit*

Development Ordinances: Create development guidelines to help new developments contribute to Kankakee’s efforts to become more pedestrian and bicycle-friendly. Possible topics:

Developments shall contribute to the City of Kankakee’s efforts to become more pedestrian and bicycle friendly. This includes:

- *Considering bicycle and pedestrian traffic and facilities during the traffic impact analysis process.*
- *Installing bikeways as part of any required roadway improvements, per the table above, and consulting Kankakee’s Bicycle Master Plan for specifically-defined bikeway improvements.*
- *Installing sidewalks (with a minimum preferred width of 5 ft.) according to FHWA New Sidewalk installation guidelines, above.*
- *Considering pedestrian and bicycle access within the development as well as connections to adjacent properties.*
- *Considering connectivity between developments for pedestrians and bicyclists to minimize short-distance trips by motor vehicles. These can be provided as “cut through” easements in suburban cul-de-sac developments, and as part of connected street grids in traditional neighborhood development.*
- *Building out pedestrian and bicycle facilities concurrent with road construction, or in an otherwise timely manner, to prevent gaps due to undeveloped parcels.*

IDOT, County, and Other Agency Roadways: Work closely with IDOT, Kankakee County Highway Department, and other appropriate agencies to identify opportunities to improve roadways as part of new, reconstruction and maintenance projects. These are the most cost-efficient times to also make improvements (as needed) for those walking and biking.

Additional Policies and Ordinances: Other policies and ordinances may be adopted by the City of Kankakee to make adequate bicycle and pedestrian accommodation part of standard practice for any improvement in town.

The University of Albany provides simple and specific policy text⁹ appropriate for:

- The City comprehensive plan
- Subdivision regulations and site plan review
- Zoning laws
- School board policy on Safe Routes to School

The bicycle parking section of this plan suggests modifying the parking development ordinance to include bicycle racks.

⁹ “Planning and Policy Models for Pedestrian and Bicycle Friendly Communities in New York State” by the Initiative for Healthy Infrastructure, University at Albany, State University of New York (http://www.albany.edu/ihl/files/NY_Planning_And_Policy_Models_iHi.pdf)

6 Other Recommendations

Introduction

Engineering improvements to the physical environment for cycling should be accompanied by work in the “other E’s”: Education, Encouragement and Enforcement. The recommendations below will raise awareness of new facilities and motivate more people to safely and comfortably bike in Kankakee. Bicycle Parking is treated as a separate category, given the breadth of the topic and its relationship to both engineering and encouragement.

Bicycle Parking

Secure bicycle parking is a necessary part of a bikeway network, allowing people to use their bikes for transportation and reducing parking in undesirable places. Successful bicycle parking requires a solid bike rack in a prime location. It is recommended that the City address bike parking by adopting a development ordinance requirement and by retrofitting racks at strategic locations in town.

General bicycle parking considerations are covered below. For more details, consult *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals*, at www.apbp.org.

Style: A good bicycle rack provides support for the bike frame and allows both the frame and wheels to be secured with one lock. The most common styles include the inverted “U” (two bikes, around \$150-300) and “post and loop.” The preferred option for multiple spaces is a series of inverted “U” racks, situated parallel to one another. These can be installed as individual racks or as a series of racks connected at the base, which is less expensive and easier to install and move, if needed. See Figure 5.1.

Old-fashioned “school racks,” which secure only one wheel, are a poor choice for today’s bicycles (Figure 5.2). Securing both the wheel and frame is difficult, and bicycles are not well supported, sometimes resulting in bent rims.

Locations: The best locations for bike parking are near main building entrances, conveniently located, highly visible, lit at night, and—when possible—protected from the weather. When placing a bicycle rack in the public right-of-way or in a parking lot, it should be removed from



Figure 5.1. Inverted U, single (top) and in a series (bottom).

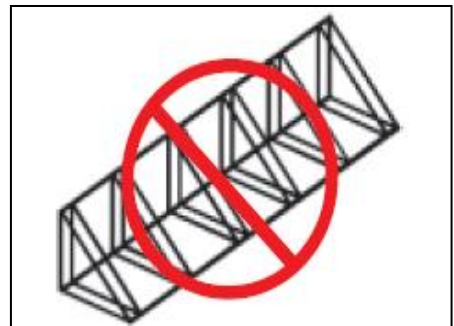


Figure 5.2. “Schoolyard” rack, not recommended.

the natural flow of pedestrians, avoiding the curb and area adjacent to crosswalks. Racks should be installed a minimum of 6 feet from other street furniture and placed at least 15 feet away from other features, such as fire hydrants or bus stop shelters.

The installation recommendations below are from the Kane County Bicycle & Pedestrian Plan:

- Anchor racks into a hard surface
- Install racks a minimum of 24” from a parallel wall
- Install 30” from a perpendicular wall (as measured to the closest inverted U.)
- Allow at least 24” beside each parked bicycle for user access, although adjacent bicycles may share this access.
- Provide a 6’ aisle from the front or rear of a bicycle parked for access to the facility.

Ordinances: Ideally, all multi-family and non-residential buildings should provide bike parking. A simple ordinance may call for one bike parking space for every 10 or 20 required car spaces, with a minimum of two spaces. The City of Naperville has a very good ordinance (Section 6-9-7) specifying bike rack standards and a detailed list of required spaces per land use. Most uses call for 5% of car spaces, with higher amounts for multi-family dwellings, schools, recreation facilities, etc. For suggestions on bike parking requirements according to land use type, consult the APBP bicycle parking guide referenced above.

The bicycle parking section in the City of Champaign’s zoning ordinance (Section 37-376 to 37-379) not only specifies amount of bike parking per land use, but also bike rack type and general requirements for on-site location.

Other Retrofits: Retrofit bike parking is recommended in places of latent demand, including public buildings, recreation facilities, and commercial centers. Local bicycle groups should be tasked with providing suggestions. Note that retrofitting racks on commercial properties and other private property will require cooperation from the property managers. From the May 15, 2014 public brainstorming workshops, suggested locations for racks include:

- Amtrak station
- Farmer’s Market (3 responses)
- Feed Art and Cultural Center (259 S. Schuyler)
- ICE Valley
- Jewel shopping
- Kankakee Community College
- Kankakee High School
- Library (downtown)
- Mario’s Market area
- Meadowview shopping
- Riverside Medical Center
- Schuyler, in front of shops
- Small Memorial Park
- Splash Valley
- St. Mary’s Hospital
- Taft School

Education

There is a big educational gap – for both bicyclists and motorists – on how to legally and properly share the road. The result: avoidable crashes, too many people afraid to bike, and lots of anger and resentment. Education of both road user types is crucial to improving real and perceived bicycling safety in Kankakee. Investing some resources on public outreach and education would greatly leverage the City’s infrastructure investment.

Many of the safety resources listed below are free, except for the time to get and use them. Much of this time could come from volunteers.

Bicyclists: Many people are afraid to bike, or bike only on off-road trails, because of their concern about safety. Improving education can lessen these concerns and instill the skills and confidence to bike to more places around town more safely.

The following safety materials could be distributed through schools and PTAs, at public places such as City Hall and the library, and on the City’s and park district’s websites:

- *Bicycle Rules of the Road*, a free guide from the Illinois Secretary of State: www.cyberdriveillinois.com/publications/pdf_publications/dsd_a143.pdf
- *Bike Safety*, a free brochure from the Illinois State Police: www.isp.state.il.us/docs/5-035.pdf
- League of Illinois Bicyclists’ (LIB) single-page summaries for children and their parents. www.bikelib.org/safety-education/kids/bike-safety-sheet
- Illinois Bicycle Law cards, free from LIB. Relevant state laws, folds to business-card size. www.bikelib.org/wp-content/uploads/2013/02/BikeLawCard2013.pdf
- LIB offers free bike safety articles for newspapers, City newsletters and websites, and other municipal outreach. www.bikelib.org/other-advocacy/news-columns

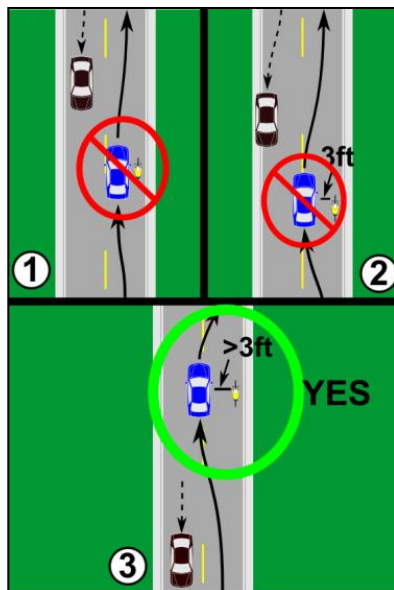


Figure 5.4. Motorist Quiz at www.bikesafetyquiz.com.

In addition, the region has a network of bicycle safety instructors, nationally-certified by the League of American Bicyclists, to teach a menu of classes for children and adults. These classes – or training of new instructors – could be conducted in Kankakee. Details are at www.chicagobicycle.org and www.bikeleague.org/bfa/search/list?bfaq=illinois#education.

A new, online interactive resource on relevant laws and safety techniques is LIB’s www.bikesafetyquiz.com. Concise quiz-based lessons are freely available for Adult Bicyclists, Child Bicyclists, and Motorists. Besides individual use, the application has functionality for easy use by schools, driver education programs, scouts, YMCAs, and more.

If needed, grant funding for grades K-8 education programs may be available from the Illinois Safe Routes to School program. See Appendix 4 for details.

Motorists: Drivers not trained on car-bike interactions are much more likely to make mistakes that are dangerous to people on bikes. The following safety resources are available from LIB, for driver education programs and existing motorists:

- The “Motorist Quiz” in the www.bikesafetyquiz.com resource mentioned above.
- “Share the Road: Same Road, Same Rights, Same Rules”, a 7-minute video available at www.bikelib.org/safety-education/motorists/driver-education and as a DVD
- Motorist-relevant articles among the bike safety articles mentioned above.

The plan recommends that local high schools and private driver education programs be encouraged to use www.bikesafetyquiz.com and/or the video and its accompanying lesson. Both resources could be added to the City website. During warmer months, the video could be shown on the local cable channel and the articles could be published for residents.

Enforcement

A vital component of a safe bicycling environment is enforcement with education to reduce common car-bike collision types.

According to Illinois law, bicyclists have both the rights and responsibilities of other vehicle users. Many cyclists do not know about the law as it applies to bikes and how following the law leads to safe cycling. Other cyclists ignore the law while riding in traffic, not only creating dangerous situations but also causing motorist resentment toward other cyclists trying to share the road safely.

Police are encouraged to stop cyclists if the situation dictates, to educate, issue warning citations, or issue tickets. Changing their behavior could save their lives. The aforementioned Illinois bike law cards are available from LIB. Also, LIB has piloted a bicycle ticket diversion program in Champaign, Urbana, and Highland Park. To reduce a ticket to a warning, offenders take the Adult Bicyclist quiz at www.bikesafetyquiz.com, emailing their completion certificate to the police department. This has been received well and is suitable for Kankakee, too.

In a car-bike crash, the motor vehicle does the most damage. Some aggressive motorists intentionally harass cyclists, while others simply don’t know how to avoid common crash types. As with cyclists, police are encouraged to stop motorists if needed, to educate, issue warnings, or issue tickets. An annually-conducted, brief but well-publicized targeted enforcement campaign (aka “sting”) can raise community awareness about particular problem issues. Warning tickets would be issued, along with instructions to complete the appropriate www.bikesafetyquiz.com lesson.

Officers are encouraged to learn or refresh their own knowledge on the common crash types through completion of the Motorist and Adult Bicyclist quiz lessons.

Finally, police might consider replicating an earlier Hoffman Estates “bike safety kit” program. There, the police regularly noticed 50-60 mostly low-income workers, relying on their bicycles

for year-round transportation to their jobs. These residents, riding at dark on busy roads, were often at risk due to a lack of bike lights and reflective clothing. Officers distributed a kit of these items when they witnessed a cyclist in that situation. This low-cost program was a much-appreciated success that could be duplicated here.

Encouragement

Suggestions for encouraging visitors or residents to explore Kankakee by bicycle include:

- Creating and distributing a bicycle map – showing the trail, preferred road routes, and bicycle safety information – at public buildings and during events.
- Proclaim the City’s observance of National Bike Month, Week, or Day. As part of the event, challenge residents to do the www.bikesafetyquiz.com. Have the Mayor lead by example, holding her own certificates of completion from the Adult Bicyclist and Motorist quizzes in a press release photo publicizing the event.
- On Bike to Work Day, encourage bicycling to work, errands, or other destinations. Offer token incentives, such as refreshments at City Hall or coupons for ice cream.
- Work with the school districts to observe National Bike to School Day, in early May.
- Promote Kankakee as being bicycle-friendly in the City’s advertising.

7 Plan Implementation

Introduction

A key recommendation of this plan is to develop a way to ensure its implementation. Continued progress will require a commitment of time and financial resources over many years. Little by little, project by project, the City of Kankakee will become even more bike-friendly.

Bicycle and Pedestrian Advisory Commission and Coordinator

Perhaps the most important implementation tool is time. The plan recommends dedicating some fraction of a staff member's time as the City's Bicycle and Pedestrian Coordinator. This individual would work on plan implementation and other active transportation issues. Also, the coordinator would regularly collaborate with other City staff and relevant agencies to ensure their work conforms to the goals of the plan. Routine review of development plans and road project designs is a prime example.

In addition, the plan recommends the establishment of an ongoing Kankakee Bicycle and Pedestrian Advisory Commission (BPAC), reporting to the Planning Board or directly to the City Administrator/Mayor's Office. Volunteer involvement by a few energetic, knowledgeable, and dedicated residents can greatly leverage the staff time investment of the Bicycle/Pedestrian Coordinator, who would serve as the lead staff liaison to the BPAC.

BPAC membership should be limited to a maximum of 8 residents, consisting of at least 4-5 bicyclists ranging in experience. Some may come from the Steering Committee, the bike plan's May 15, 2014 public brainstorming meeting, and/or others who have been involved locally in bike issues. If these individuals lack interest in pedestrian-only issues, too, then at least 1-2 members should specifically represent these topics. Ideally, the residents who volunteer for BPAC should have some relevant, specialized expertise – and/or be willing to work on tasks outside of the meetings.

Other BPAC members may come from other City departments (Police, Engineering, Planning and Zoning, Community Development) or relevant agencies (such as Kankakee Valley Park District and the School District). However, it may be best for these departments and agencies to name representatives as "ex-officio" members, attending only when relevant topics are discussed. Meetings should be held every one to four months, depending on level of activity.

The BPAC should routinely be given the opportunity to provide input into these City processes:

- Capital Improvement Program – How can designs of the CIP's road projects and other capital projects implement bicycle plan recommendations or otherwise impact bicycling (and walking) positively? Also, the BPAC should propose stand-alone bike and/or pedestrian projects as priorities for the next CIP, each year.

- Site design and other development review – Provide bicycle and pedestrian perspective to the Planning Board’s review of new development or re-development projects.
- Maintenance – The BPAC should periodically review conditions on the City’s bikeway system and make prioritized maintenance recommendations.

In addition, the BPAC members should be empowered to work on several one-time and ongoing recommendations from this plan and other efforts. Examples include:

- Prioritize specific locations where bicycle parking is needed.
- Prioritize Kankakee bikeways needing wayfinding signage, and specifying destination content for each sign based on general guidelines from this plan.
- “Field test” demand-actuated traffic signals along the planned bikeway network, to determine and prioritize where bicycle-actuation improvements are needed.
- Bring or apply a variety of available education, enforcement, and outreach resources – such as those detailed earlier in the plan – to Kankakee.
- Act as volunteer “bicycle ambassadors” at community events.
- Lead bike-related events, such as Bike to Work Day/Week/Month or Bike to School Day.
- Put together Safe Routes to School programming and grant applications
- Head the effort to win national Bicycle Friendly Community designation, including filling out the application, and strategizing which areas need improvement.

It is strongly recommended that each commission member should have “ownership” of at least one topic or effort. This will keep members energized and ensure the commission is a net positive in City time investment.

Multi-Year Work Plan

This plan recommends a variety of strategies, from adopting policies to coordinating with other agencies, to quickly implementing “high priority, ready to go” projects. One of the first steps of plan implementation should be to go through the listed recommendations and draft a five year work plan. Some projects may be components of larger road projects in Kankakee’s Capital Improvement Program. Others may be stand-alone retrofit projects. Projects that do not get completed on a given year move into a future year’s work plan. Dividing plan implementation across a span of years makes it more manageable, especially in terms of funding.

Implementation Funding

Recommendations in this plan range from low-cost improvements to major capital investments. Project costs depend on myriad factors. It is usually most cost effective to address bicycling improvements as part of larger projects, instead of retrofitting. Estimates for projects are below.

- **Trail or Sidepath:** The cost of developing trails varies according to land acquisition costs, new structures needed, the type of trail surface, the width of the trail, and the

facilities that are provided for trail users. Construction costs alone can run \$125,000 per mile for a soft surface trail to \$2,000,000 or more per mile in an urban area for a paved trail.

- **Bike Lanes:** The cost of installing bike lanes on both sides of the road is estimated at \$28,000 per mile where two stripes are needed. Where four stripes are needed due to adjacent parking, the estimate is \$48,000 per mile. These costs include stripe painting, bike lane pavement markings, and bike lane signage – but not removal of existing stripes. It is most cost efficient to create bike lanes during reconstruction or resurfacing.
- **Combined Bike/Parking Lanes:** With two stripes and no markings, combined bike/parking lanes on both sides of the road are estimated to cost \$25,000 per mile.
- **Signed Bike Routes:** Only wayfinding signs and their posts are needed. At \$200 per installation, the estimated cost is \$2,500 per mile, for both sides of the road. Sign installation can be done at any time.
- **Shared Lane Markings:** Also known as “sharrows”, the total per-mile estimate of \$4,500 per mile includes pavement markings every 250 feet plus wayfinding signage at decision points. Again, shared lane markings can be done with other roadwork.
- **Paved Shoulders:** Paving 4 feet of existing aggregate (stone) shoulders on each side of the road is estimated to cost \$140,000 per mile, assuming no grading or other major changes are needed.
- **Maintenance:** In addition to initial costs of bikeways, maintenance costs are ongoing.

These may be funded in a number of ways. First, the City of Kankakee may dedicate an annual budget for a bicycle implementation program. If needed, one strategy may entail a smaller first year budget for the highest priority projects, as a way to build momentum for following years.

Another major builder of bikeways is developers. Plan recommendations may be implemented opportunistically when a new subdivision or commercial development is added.

Other opportunities include road projects by the City, Kankakee County, or State. Addressing intersection improvements, bikeways, and sidewalks as part of a larger road project is substantially cheaper and easier than retrofitting. Even resurfacing work can be used to add on-road bikeway striping. In fact, it is likely that resurfacing projects will be a major component of plan implementation.

Finally, outside government funding sources can be used for bikeway retrofit projects. A number of state and federal grant programs are available and summarized in Appendix 4.

Technical Resources and Training

City staff should have access to up-to-date resources to help with the details of design and implementation. In addition to including the printed resources below in the City planner’s and engineer’s library, seek out opportunities to participate in webinars and workshops on best practices. Not only do these events provide useful information, they are an opportunity to interact with other planners and engineers grappling with similar issues.

Manuals and Guidelines:

- *AASHTO Guide for the Development of Bicycle Facilities*, 4th Edition, 2012. Available at www.transportation.org
- *Bicycle Parking Guidelines, 2nd Edition: A Set of Recommendations from the Association of Pedestrian and Bicycle Professionals*, 2010, available at www.apbp.org.
- *NACTO Urban Bikeway Design Guide*. Online at www.nacto.org.
- *Manual on Uniform Traffic Control Devices*. Online at mutcd.fhwa.dot.gov.

Websites and Professional Organizations:

- The Pedestrian and Bicycle Information Center: Offers a wealth of information on engineering, encouragement, education and enforcement, including archived webinars and quarterly newsletters: www.pedbikeinfo.org
- The Association of Pedestrian and Bicycle Professionals: provides continuing education, technical resources and an online forum for exchanging questions and ideas. www.apbp.org
- League of Illinois Bicyclists: A planning and advocacy resource, with many on-line materials focused on best practices nationally as well as issues unique to Illinois: www.bikelib.org

Bicycle-Friendly Community Designation

A goal of plan implementation should be official designation as a “Bicycle Friendly Community” (BFC). This national League of American Bicyclists award program has Honorable Mention, Bronze, Silver, Gold, Platinum, and Diamond gradations. The program comprehensively assesses a community based on Engineering, Education, Enforcement, Encouragement, and Evaluation. Appendix 5 is an infographic summarizing how Bronze and higher communities have fared in key criteria.

Winning designation is not easy, in fact, the only Bronze or higher BFCs in Illinois are Schaumburg, Naperville, Urbana, Champaign, Batavia and Elmhurst (Bronze); and Chicago and Evanston (Silver). However, the recommendations in this plan encompass most of the award criteria.



Figure 6.2.. Bicycle Friendly Community sign.

The League of Illinois Bicyclists, a longtime observer of and “local reviewer” for the BFC program, believes Kankakee could achieve the Bronze level within 4 years, with steps such as:

- Adopting this plan, officially naming a Bicycle/Pedestrian Coordinator, and creating a Bicycle (or Bicycle/Pedestrian) Advisory Commission – described earlier.
- Providing clarity to the Complete Streets policy by adopting bicycle and pedestrian friendly road design standards, such as those suggested in Chapter 5.

- Adopting a bike parking ordinance.
- Implementing several more high-priority segments on on-road bikeways, especially bike lane sections.
- Implementing at least two of the Education recommendations from this plan.
- Implementing at least one of the Enforcement recommendations from this plan.
- Proclaiming Bike to Work Day, Week, or Month, with some accompanying public educational outreach.

As suggested later, Bicycle and Pedestrian Advisory Commission members could lead several of these efforts.

Annual Evaluation

Another way to keep up momentum and public support is to plan for a yearly evaluation (often called the fifth “E”) and celebration of plan progress. For example, publish a yearly plan status report in conjunction with a ribbon cutting ceremony or community event, Bike to Work Day or Bike to School Day, a community bike ride, or other event. This keeps local stakeholders focused on the progress that has been made and energizes everyone to keep moving forward. Also, consider updating this plan every 5-10 years to reflect progress and reevaluate priorities.

Appendix 1

Kankakee Bicycle Plan

Steering Committee

STEERING COMMITTEE

Nina Epstein – Mayor

David Tyson – City Consulting Engineer

Larry Regnier – Police Chief

Cliff Cross – City Planner

Danita Grant Swanson – 4th Ward Alderman

Steve Linneman – 3rd Ward Alderman

Stacy Gall – 2nd Ward Alderman

Chris Bohlen – City Attorney

Mark Steffen – Resident

Mike Gall – Resident

Deborah Renville – Resident

Ed Barsotti, Consultant – League of Illinois Bicyclists

Appendix 2

Public Brainstorming Workshop Results

On May 15, 2014, a “Public Brainstorming Workshop” was attended by over 50 residents. The purposes of the workshop included:

- Gather local resident knowledge on biking needs
- Prioritize road corridors and other routes to study for potential improvements
- Build community support for the plan and its implementation.

Each attendee marked individual maps with suggested “routes to study” for improvements. The map at the end of Appendix 2 shows the results of this input, with each recommended segment color-coded by the number of participants suggesting that it be considered.

A group exercise followed in which top priorities of tables from three geographic regions of the City were discussed and reported. These include:

Table 1, West (west of Kankakee River):

- Station Street
- Curtis Avenue
- Jeffrey Street to the high school
- Calista Street. Connect schools and the existing trail on Wall Street
- 8th Avenue from Jeffery Street and Calista Avenue
- Hawkins Avenue from Curtis Avenue to 8th Avenue

Table 2, West (west of Kankakee River):

- Signalized crossing at Water Street and Schuyler Avenue
- Signalized crossing at Court Street and Curtis Avenue
- Either a signalized crossing on IL50 (Schuyler) near the new Aldi building or a western bike trail possibly on Kensington Avenue to provide a back route to Aldi’s

Table 1, Central (east of Kankakee River, west of IL50 Harrison/Hobbie):

- Entrance Avenue from Brookmont Blvd. to Court Street
- 5th Avenue from Kennedy Drive to Court Street – access YMCA and school
- Schuyler Avenue from Brookmont Blvd to River Street – access to Bradley
- River Street from 5th Avenue to Harrison Avenue
- Station Street from the river east to Harrison Avenue and Waldron Road
- Chestnut Street from Schuyler Avenue to Hobbie Avenue

Table 2, Central (east of Kankakee River, west of IL50 Harrison/Hobbie):

- Maintenance on the Washington Avenue expansion joint on the north end
- Schuyler Avenue bridge – look at lane marking and traffic control for northbound bike riders
- Entrance and Schuyler avenues from Brookmont Blvd to Court Street

- Court Street from the river to east city limits
- Brookmont Blvd from Kennedy Drive to IL50

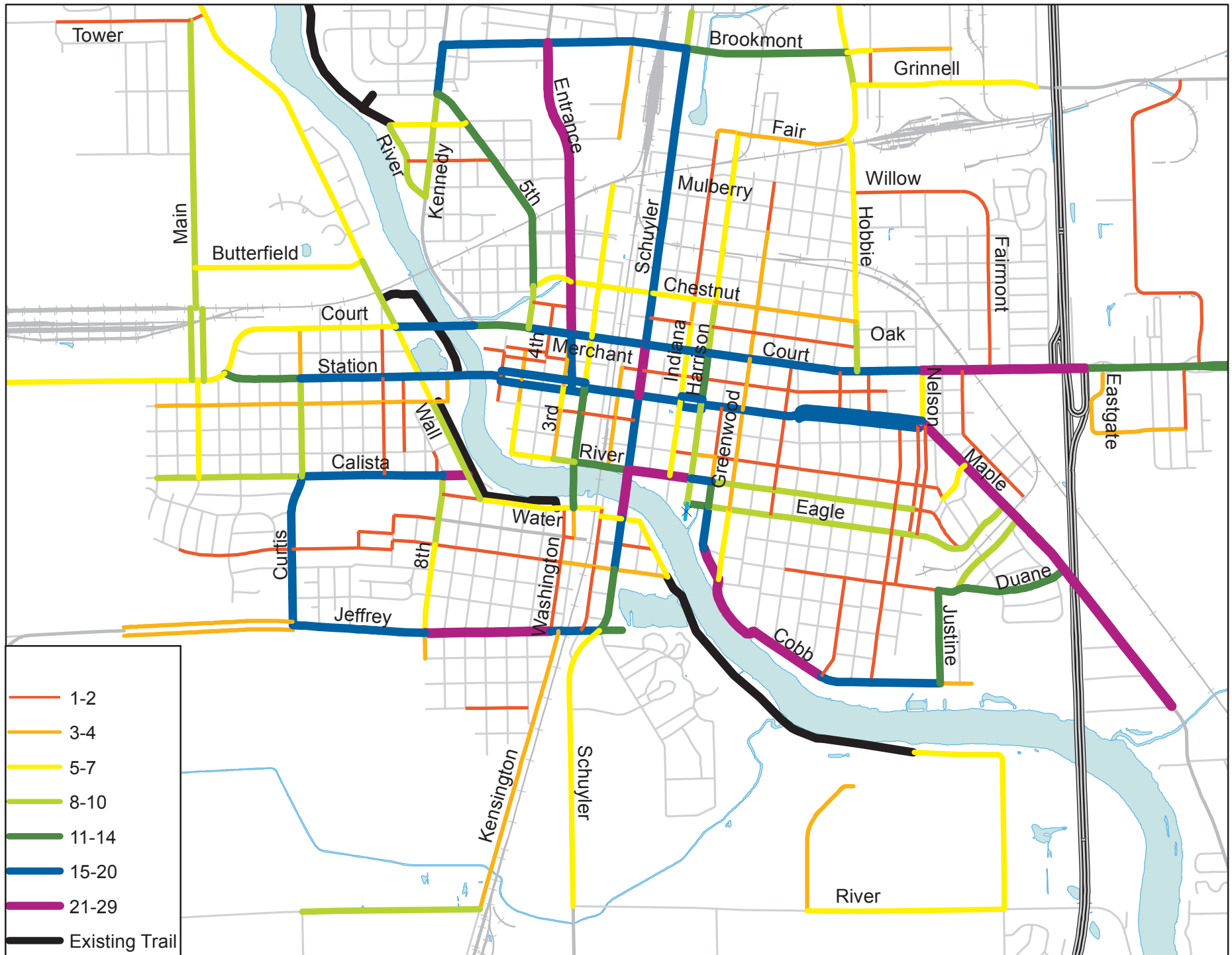
Table 1, East (north of Kankakee River, east of IL50 Harrison/Hobbie):

- Maple Street from Nelson Avenue connecting to Waldron Road; possible shoulder widening on Waldron Road to make a safe route to Aroma Park
- From Maple Street: Duane Blvd to Justine Drive to Cobb Blvd along river to west
- Eagle Street from Harrison Avenue to Maple Street
- Station Street from Harrison Avenue to Merchant Street to Waldron Road
- Hobbie Avenue from Brookmont Blvd to Court Street
- Make sure the I-57/Court Street improvement includes a bike route

Table 2, East (north of Kankakee River, east of IL50 Harrison/Hobbie):

- Station Street to Maple Street to Waldron Road
- Duane – Justine – Cobb
- Greenwood Avenue from Fair Street to Cobb Blvd
- Possibility of the Beaverville Southern RR for a trail from Kankakee to Aroma Park
- Possible off-road trail to connect the Junior High School to Waldron Road

Routes to Study "Votes" - 5/15/2014 Meeting



Appendix 3 - Road Segment Spreadsheet

Extensive data collection on existing bicycling conditions informed the development of this plan. Most of this information, such as roadway geometry, traffic conditions, Bicycle Level of Service scores, sidewalk coverage, recommendation details and implementation notes, is housed in the spreadsheet beginning on the next page. The legend for the spreadsheet is below:

Segment Definition

Street	Street name of road segment
From (N/W)	North or West segment end
To (S/E)	South or East segment end

Existing Conditions

Lanes	Number of through lanes (excludes center/other turn lanes)
Traffic ADT	Traffic count in vehicles/day. Gray or blue indicate estimates.
Speed Limit	Posted speed limit
Lane Width	Width from lane edge (often the gutter seam/pavement edge) to next lane, in feet
Extra Width	Pavement width from outer lane edge to gutter seam/pavement edge. May include paved shoulders, parking areas, bike lanes.
Gutter Pan	Width of cement gutter pan in feet
Parking Occ%	Estimated % occupancy rate of on-street parking - excludes driveway areas. Averaged over 2-sides unless noted.
% Truck	Estimated % of heavy truck traffic
BLOS score	Bicycle Level of Service score of road segment - measure of on-road comfort level for a range of adult cyclists, as a function of geometry and traffic conditions
BLOS grade	BLOS converted to a grade range. B (or better) might be considered "comfortable" for casual adult cyclists, C (or better) for experienced cyclists
Comments	Further details
Sidewalk Status	Are there sidewalks (SW) or sidepaths (SP) on each side (N-north, S-south, E-east, W-west)

Recommendations

Primary Recommendation	Description of the recommendation (if any) considered best for this segment.
Notes and Other Options	Either further detail on the primary recommendation, or "fallback" recommendation(s) if the primary cannot be achieved.
New BLOS score	Shown only if an on-road, primary recommendation bikeway is implemented.

Implementation

Public input votes	Number of 5-15-14 public brainstorming workshop attendees suggesting this segment
Priority	Recommended implementation priority of segment

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Soldier Creek	Brookmont	east of Hobbie													None			0	
Brookmont	Kennedy	Entrance	4	12200	30	12	0	2	0	1.5	3.59	D	Light, turn lanes @ Kennedy; turn lanes @ Entrance	N-SW	None	Lack of good options. Marginally feasible: 5 BL (w/ gutter)-11-10-10-11-5; or road diet 5.5 BL-12.5-14-12.5-5.5. SLM 4' too far below target.		17	
Brookmont	Entrance	Washington	4	16000	30	12	0	2	0	1.5	3.73	D		Both SWs	None	Lack of good options. Marginally feasible: 5 BL (w/ gutter)-11-10-10-11-5; or road diet 5.5 BL-12.5-14-12.5-5.5. SLM 4' too far below target.		17	
Brookmont	Washington	Schuyler	2	16000	30	15.4	0	0	0	1.5	3.62	D	RR underpass, crumbling edges, some 1' gutters. Narrows in underpass, widens by Schuyler turn lanes.	Some SWs (east)	Complete Sidewalks	Washington-RR complete SWs, at least 1 side. Could stripe 4' shoulders or BL if 5' (w/ gutters) possible w/ 11' lanes; SLM 4' E of RR, but far below target. Future reconstruction should provide room for BLs.		16	High
Brookmont	Schuyler	Hobbie	4	12200	40	12	0	2	0	2	3.90	D	Divided	None	Sidewalk	Add Sidewalk on one side		12	Medium
Brookmont	Hobbie	Panozzo	2	1000	30	15	0	0	0	4	2.72	C	No gutters (edge hard to tell)	None	Bike Route signage	Bike Route signs, add one SW.		5	Low
Brookmont	Panozzo	Harvard	2	600	30	15	0	1	0	4	2.46	B	No gutters (edge hard to tell)	None	None	Dependent on Grinnell, Panozzo to Harvard.		3	
Tower	west of Main	Main	2	2150	35	10.6	0	0	0	0.5	3.17	C		None	Sidewalk	N-SP from road bend (1790W) to Main. Increases in priority if Main or IL113 accommodations added.		1	Low
Grinnell	Hobbie	Panozzo	2	5800	30	13	0	1	0	3	3.70	D	38+1' total	None	Bike Lanes (remove CLTL)	Where possible, remove CLTL for bike lanes: 5.5-14.5-14.5-5.5.	1.42	6	Low
Grinnell	Panozzo	I-57	2	5800	30	13	0	1	0	3	3.70	D	38+1' total, mostly CLTL (W of I-57). Bad skew RR Xing E of I-57.	None	Bike Lanes (remove CLTL)	Where possible, remove CLTL for bike lanes: 5.5-14.5-14.5-5.5.	1.42	6	Low
Sycamore	Schuyler	Indiana	2	800	30	11	0	0-pvd	10	1	2.70	C		Both SWs	None	Bike Route wayfinding signage		0	
Gregg	River	Kennedy	2	800	30	16	0	1	20	0.5	2.15	B	Tough unprotected Kenndy Xing. Trail access W.	None	None	Bike Route wayfinding signage, Kennedy Xing treatment. A priority if 5th can not be implemented.		6	
Gregg	Kennedy	5th	2	400	30	11.2	0	1	0	0	2.08	B	Tough unprotected Kenndy Xing. Trail access W.	None	None	Bike Route wayfinding signage, Kennedy Xing treatment. A priority if 5th can not be implemented.		6	
Wilson	River	Cleveland	2	400	30	16.5	0	1	40	0.5	2.00	B	Tough unprotected Xing at Kennedy	Both SWs	None	Bike Route wayfinding signage, Kennedy Xing treatment.		0	
Mertens	Entrance	Washington	2	800	30	12.6	0	0	5	1.5	2.55	C		None	None	Bike Route wayfinding signage. A priority if Schuyler to Brookmont not implemented.		0	
Williams	River	5th	2	400	30	14	0	1	30	0	2.10	B	Tough unprotected Xing at Kennedy	Both SWs	None	Bike Route wayfinding signage, Kennedy Xing treatment.		2	
Willow	Indiana	Greenwood	2	1000	30	14	0	1	10	0	2.33	B		Both SWs	None	Bike Route wayfinding signs. If Schuyler not implemented, but Indiana/Harrison are, then use this to Indiana instead of Mulberry.		0	
Willow	Greenwood	Hobbie	2	1000	30	14	0	1	10	0	2.33	B		Both SWs	Bike Route signage	Bike Route wayfinding signs. A priority if Willow E of Hobbie implemented, but Fair is not.		0	Low
Willow	Hobbie	Fairmont	2	2550	30	12.2	0	1	0	1.5	3.13	C	CLTL 37+1' total	None	Bike Lanes (remove CLTL)	Remove CLTL, add bike lanes: 5.5-14-14-5.5.	0.87	2	Low
Mulberry	5th	Entrance	2	300	30	14	0	1	25	0	1.90	B		Both SWs	Bike Route signage	Bike Route wayfinding signage. Connector between 5th and Entrance bikeways, when these are implemented.		0	Low
Mulberry	Schuyler	Harrison	2	600	30	14	0	1	20	0	2.19	B	Stoplight at Harrison.	Both SWs	Bike Route signage	Bike Route wayfinding signage. Maybe a priority if Schuyler and Hobbie are implemented.		0	Low
Mulberry	Harrison	Greenwood	2	1400	30	14	0	1	10	0	2.50	B		Both SWs	Bike Route signage	Bike Route wayfinding signs. Maybe a priority if Schuyler, Hobbie are implemented.		0	Low
Mulberry	Greenwood	Hobbie	2	1400	30	14	0	1	10	0	2.50	B		Both SWs	None	Bike Route wayfinding signs. Use this instead of Willow, if Willow E of Hobbie is not implemented.		0	
Birch (railroad)	Schuyler East	Greenwood (eastward)	2	800	30	14	0	1	10	0	2.21	B		Both SWs	None	Bike Route wayfinding signage		0	
Butterfield	Main	Wall	2	1000	30	11.3	0	0	0	0.5	2.60	C		None	Add Sidewalk	Add S-SP (or S-SW) E and/or W from ballfields, as development occurs or Main, Wall implemented.		5	Medium
Chestnut	5th	Entrance	2	4050	30	14	0	1	0	1	3.05	C	Curve, trees make road seem narrower than further E	None	Bike Lanes (2->0 side parking); Add Sidewalk	Remove parking on both sides, then primary BL 5-10-10-5 with SLM 4' backup. Add SW on at least one side. BR wayfinding signage a lower backup.	2.03	6	High
Chestnut	Entrance	Washington	2	4050	30	14	0	1	20	1	3.31	C	Parking occupancy during park activities	Both SWs	Bike Route signage	Due to occasional heavy parking on this stretch, resort to BR signage only - but well below target.		5	High
Chestnut	Washington	East	2	4050	30	14	0	1	0	1	3.05	C	Railroad crossing (rare). Parking maybe ok, but unneeded? Traffic lower?	Both SWs	Bike Lanes (2->0 side parking)	Remove parking, add bike lanes BL 5-10-10-5.	2.03	5	High
Chestnut	East	Schuyler	2	4050	30	14	0	1	0	1	3.05	C	Unoccupied parking S	N-SW	Bike Lanes (2->0 side parking)	Remove parking, add bike lanes BL 5-10-10-5.	2.03	5	High
Chestnut	Schuyler	Dearborn	2	4050	30	24	0	1	0	1	1.15	A	E-bd bus staging area	Both SWs	Bike Lanes (2->0 side parking)	Remove parking, add bike lanes and E-bd bus lane: 11 bus-5 BL-13.5-13.5-5 BL.	1.27	5	High
Chestnut	Dearborn	Indiana	2	4050	30	20	0	1	0	1	2.03	B	Stoplight at Indiana	Both SWs	Bike Lanes (2->1 side parking)	If 1-side parking only, 8-5 BL-12-12-5.	1.61	5	High
Chestnut	Indiana	Harrison	2	4050	30	14	0	1.5	0	1	3.05	C	Stoplight at Harrison	Both SWs	Bike Lanes (2->0 side parking)	If no parking, BL 5-10.5-10.5-5.	1.93	5	High
Chestnut	Harrison	Greenwood	2	3200	30	14	0	1	2	0	2.81	C		Both SWs	Bike Route signage	Bike Route wayfinding signs		4	Medium
Chestnut	Greenwood	Hobbie	2	1400	30	14	0	1	2	0	2.39	B		Both SWs	Bike Route signage	Bike Route wayfinding signs		4	Medium
Chestnut/Cottage	Hobbie	Court	2	600	30	14	0	1	50	0	2.51	C	E-bd only. 20mph (listed here as 25).	Both SWs	None	One-way is a problem		0	
Bridge	9th	5th	2	400	30	14	0	1	30	0	2.10	B		S-SW	None			0	
Oak	5th	4th	2	800	30	15.3	0	0-pvd	0	1	2.03	B	No occupied parking (off-street available)	S-SW	Bike Lanes (2->0 side parking)	Bike lanes, 5-10.3-10.3-5. Or, SLM 4' or Bike Route wayfinding signage.	1.14	1	Medium
Oak	4th	Entrance	2	800	30	15.3	0	0-pvd	60	1	2.77	C	Occupied E-bd parking only	S-SW	None	Bike Route wayfinding signage. Somewhat below target.		1	
Oak	Schuyler	Dearborn	2	1000	30	17.3	0	0.7	0	0.5	1.75	B	E-bd 50% diagonal parking (14.5' - not included in width), no W-bd parking allowed.	Both SWs	None	SLMs in center of E-bd lane; W-bd 13-5 BL. Downtown backup for Chestnut.		2	
Oak	Dearborn	Indiana	2	1200	30	20	0	1	30	0.5	1.89	B	Off-street parking available. Parking higher by police station.	Both SWs	None	If no E-bd parking, then N-S: 8-5 BL-12-12-5. Downtown backup for Chestnut.		2	

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Oak	Indiana	Harrison	2	1200	30	20	0	1	1	0.5	1.36	A	Unprotected Xings of Indiana, Harrison. Off-street parking available. No E-bd parking allowed.	Both SWs	None	N-S: 8 parking-5 BL-12-12-5 BL		3	
Oak	Harrison	Hobbie	2	1000	30	14.3	0	1	5	0	2.22	B	Stop signs every street. Heavy E-bd parking by Hobbie.	Both SWs	None	Bike Route wayfinding signage		1	
Oak	Hobbie	Hunter	2	400	30	14.3	0	1	5	0	1.76	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		0	Medium
Court	Station	Curtis	4	9150	35	13	0	1	0	3	3.73	D	IDOT IL17. CLTL 64' total	None	None	No good on-road options		6	
Court	Curtis	Wall	4	15500	35	13	0	1	0	2.5	3.90	D	IDOT IL17. CLTL 64' total. Carriage SWs.	Both SWs	None	No good on-road options		7	
Court	Wall	Kennedy	6	27700	35	13	0	1	0	2	3.89	D	IDOT IL17. Has various turn lanes. Sidewalks separated by barrier.	Both SWs	None	No good on-road options		18	
Court	Kennedy	5th	4	13900	30	13	0	1	0	2.5	3.70	D	IDOT IL17. CLTL 64' total	Both SWs	None	No good on-road options		14	
Court	5th	Entrance	4	18500	30	13	0	1	0	2.5	3.85	D	IDOT IL17. CLTL 68' total. Highly occupancy parking in intermittently marked stalls.	Both SWs	None	If no parking, could restripe for bike lanes. SLMs not adequate.		18	
Court	Entrance	East	4	18500	30	13	0	1	0	2.5	3.85	D	IDOT IL17. CLTL 68' total. No parking on bridge, but otherwise some occupancy.	Both SWs	None	If no parking, could restripe for bike lanes. SLMs not adequate.		16	
Court	East	Elm	4	15000	25	13	0	1	0	2.5	3.50	C	IDOT IL17. CLTL 68' total. Parking heavy E of Greenwood, Harrison.	Both SWs	None	If no parking, could restripe for bike lanes. SLMs not adequate.		17	
Court	Elm	Nelson	4	16900	30	13	0	1	0	3	3.89	D	IDOT IL17. CLTL 68' total. E-bd parking light except by Hobbie.	Both SWs	None	If no parking, could restripe for bike lanes. SLMs not adequate.		19	
Court	Nelson	I-57	4	15200	30	14	0	1	0	3	3.70	D	IDOT IL17. CLTL 60' total. Right-turn lanes. No parking.	Both SWs	None	No good on-road options now. Future reconstruction of the I-57 intersection should include specific accommodations for bikes, such as widening the S-sidewalk to sidepath width.		21	
Court	I-57	Eastgate	4	11700	40	13	0	1	0	4	4.20	D	IDOT IL17. Frontage roads E of Eastridge.	Some SWs	None	Frontage road could be used E of Eastridge. W of there, widen S-SW to SP width when reconstructed.		13	
Court	Eastgate	eastward	4	11700	50	13	0	1	0	4	4.38	D	IDOT IL17. Frontage road.		None	Frontage road could be used		13	
Merchant	(river)	6th	2	400	30	14.5	0	1	15	0	1.86	B	E-bd diagonal parking into parking lot, W-bd 25%.	N-SW	None	Bike Route wayfinding signage		2	
Merchant (E-bd)	6th	5th	2	800	30	18.4	0	0	100	0.5	2.78	C		Both SWs	None	SLM 11' or BR wayfinding signage. Somewhat below target.		2	
Merchant (W-bd)	6th	5th	2	800	30	11.6	0	0	0	0.5	2.46	B	W-bd parking banned. Off-street available.	Both SWs	None	SLM 4' or BR wayfinding signage		2	
Merchant (E-bd)	5th	4th	2	1200	30	21.5	0	0	0	0.5	1.02	A	E-bd parking banned. Off-street available.	Both SWs	None	Restripe: 5 BL-12.5-12.5-5-8 parking (W-bd). Or, SLM 4' or BR wayfinding signage.		2	
Merchant (W-bd)	5th	4th	2	1200	30	21.5	0	0	100	0.5	2.67	C		Both SWs	None	Restripe: 5 BL-12.5-12.5-5-8 parking (W-bd). Or, SLM 11' or BR wayfinding signage.		2	
Merchant	4th	Entrance	2	800	30	13.5	0	1.3	40	0.5	2.68	C	Stop signs every street	Both SWs	Shared Lane Markings	Bike Route wayfinding signage or SLM 11', but somewhat below target.		1	Medium
Merchant	East	Schuyler	2	600	30	14.9	0	1	50	0	2.42	B	W-end at Amtrak station fountain. W-bd 15.5', 100% parking; E-bd 14.3', no parking.	Both SWs	Bike Route signage	Bike Route wayfinding signage, if Schuyler implemented		1	Medium
Merchant	Schuyler	Harrison	2	1750	30	22.9	0	0-pvd	100	0	2.62	C	Unprotected Xings of Harrison, Indiana; stoplight at Schuyler	Both SWs	None	SLM 11', but slightly below target. Or, 7.9 parking-5 BL-10 each side. Add for denser network, or as Station backup.		1	
Merchant	Harrison	Greenwood	2	800	30	19.3	0	1	20	0	1.56	B		Both SWs	None	Bike Route wayfinding signage		1	
Merchant	Greenwood	Elm	2	800	30	14.2	0	4	20	0	2.31	B	Wide gutters. 2-way stops every street.	Both SWs	None	Bike Route wayfinding signage		1	
Merchant	Elm	Warren	2	1150	30	17.2	0	1	25	0	2.16	B		Both SWs	None	Bike Route wayfinding signage		1	
IL 17	Roosevelt	Court	4	8350	35	14	0	1	0	3	3.55	D	IDOT IL17. CLTL 63+1' total.	S-SW, most N-SW	None	5' bike lanes possible if 5 lanes are 11'		7	
Station	Court	Curtis	2	3850	30	21.9	0	1	20	1	2.02	B	Transitions to wider, then turn lanes, W of Tanner. Turn lanes, marked parking, stoplight at Curtis.	S-SW, some N-SW	Bike Lanes (2->1 side parking)	Each side 7.4 parking-5 BL-10.5 lane possible. E-bd parking only: 8.5-5 BL-13.6-13.6-5. BR signs, SLMs 11' possible, too. Hickory backup.	1.22	12	High
Station	Curtis	Fraser	2	4950	30	21.9	0	1	20	1	2.15	B		Both SWs	Bike Lanes (2->1 side parking)	Each side 7.4 parking-5 BL-10.5 lane possible. E-bd parking only: 8.5-5 BL-13.6-13.6-5. BR signs, SLMs 11' possible, too. Hickory backup.	1.34	17	High
Station	Fraser	Wall	2	4950	30	21.9	0	1	20	1	2.15	B	Stoplight, turn lanes by Wall Street	Both SWs	Bike Lanes (2->1 side parking)	Each side 7.4 parking-5 BL-10.5 lane possible. E-bd parking only: 8.5-5 BL-13.6-13.6-5. BR signs, SLMs 11' possible, too. Hickory backup.	1.34	17	High
Station	Wall	W of bridge	2	6800	30	21.3	0	1	25	1	2.52	C		Both SWs	Bike Lanes (2->1 side parking)	Same as above. Hickory backup to 7th Ave. Warning signage for Bike Route crossing at 7th Ave.	1.50	20	High
Station	W of bridge	6th	2	6800	30	15.1	0	0	0	1	3.15	C	Bridge over river. Carriage SWs 5'.	Both SWs	Paved Shoulders	5 BL-10.1 possible but too tight. Stripe paved shoulders 3.5-11.6 or 4-11.1.	2.56	20	High
Station (E-bd)	6th	Washington	2	6850	30	17.6	0	1	25	1	3.15	C	Gutter avg 1', E-bd 20". Stoplight, turn lane at Washington.	Both SWs	Shared Lane Markings	Primary: remove parking on one side, TBD. SLM 11' on parking side, BL on other: 8 parking-12.5-11.7-5 BL. Backup: SLM 11' or BR signs, but well below target. If no parking, 5 BL-13.6-13.6-5. Could use SLM 11' in isolated parts where parking allowed.	3.79	20	High
Station (W-bd)	6th	Washington	2	6850	30	17.6	0	1	25	1	3.15	C	Gutter avg 1', E-bd 20". Stoplight, turn lane at Washington.	Both SWs	Bike Lanes (2->1 side parking)	See above	1.94	20	High
Station	Washington	Indiana	2	4350	30	19.2	0	1.5	3	1	2.28	B	37.2' total W, of railroad. Stoplight, turn lanes @Schuyler. Where parking allowed, very light - could be off-road.	Both SWs	Combined Bike/Parking Lanes	If no parking, 5.5 BL-15.2-15.2-5.5. If (sparse) parking, 8 CBPL-12.7-12.7-8, w/ SLM 11' where parking heavy.	0.86	18	High
Station (E-bd)	Indiana	Harrison	2	4100	30	25.3	0	2	5	1	0.96	A	Stoplights, turn lanes at Indiana, Harrison. Varied width, turn lanes.	Both SWs	Combined Bike/Parking Lanes	Keep parking, 8 CBPL-13-13-8 CBPL.	0.82	18	High
Station (W-bd)	Indiana	Harrison	2	4100	30	13.8	0	1	0	1	3.08	C	Stoplights, turn lanes at Indiana, Harrison. Varied width, turn lanes.	Both SWs	Combined Bike/Parking Lanes	Keep parking, 8 CBPL-13-13-8 CBPL.	0.65	18	High

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Station	Harrison	Greenwood	2	2850	30	20.5	0	1	10	1	1.95	B		Both SWs	Combined Bike/Parking Lanes	Combined bike/parking lanes 8-13.5-13.5-8. If no parking, bike lanes or buffered BLs possible.	0.67	18	High
Station	Greenwood	Evergreen	2	3400	30	20.5	0	1	10	1	2.04	B	Stoplight at Evergreen	Both SWs	Combined Bike/Parking Lanes	Combined bike/parking lanes 8-13.5-13.5-8. If no parking, bike lanes or buffered BLs possible.	0.76	18	High
Maple (E-bd)	Evergreen	Nelson	2	3400	30	18	0	0.8	40	1	2.96	C	Parking higher by King School. Stoplight at Nelson.	Both SWs	Shared Lane Markings	SLM 11', but somewhat below target		19	High
Maple (W-bd)	Evergreen	Nelson	2	3400	30	10	0	0.7	0	1	3.44	C		Both SWs	Shared Lane Markings	SLM 4', but well below target		19	High
Maple	Nelson	Eagle	2	6200	30	21	0	1	10	1	2.24	B	Parking only by school (not needed?), grocery/ restaurant.	Most SWs	Combined Bike/ Parking Lanes; complete sidewalk	Combined bike/parking lanes 8-14-14-8. If no parking, bike lanes or buffered BLs possible. Complete one SW.	0.94	22	High
Maple/ Waldron	Eagle	Duane	2	5700	30	21	0	1	8	1	2.16	B		None	Combined Bike/ Parking Lanes; add sidewalk	Combined bike/parking lanes 8-14-14-8. If no parking, bike lanes or buffered BLs possible. Add one SW.	0.83	27	High
Waldron	Duane	southeast	2	5200	45	11.5	0	0	0	1	3.74	D	County road. 40mph by I-57 bridge. 4-5' stone shoulders could be paved.	None	Paved Shoulders	Paved 4' shoulders, 3' minimally	2.69	29	High
Crestwood	Eastridge	Longwood	2	2400	30	17	0	1	0	0.5	2.24	B		Both SWs	Bike Lanes	Bike Lanes, 5-13-13-5		4	Low
Crestwood	Longwood	Hillcrest	2	800	30	14	0	1	0	0	2.08	B		Both SWs	None	Bike Route wayfinding signage		4	
Hickory	Roosevelt	Main	2	500	30	14	0	1	30	0	2.22	B		Both SWs	None	Bike Route wayfinding signage		3	
Hickory	Main	Wall	2	800	30	21	0	1	30	0	1.44	A	Connectivity to signed route E of Wall	Both SWs	None	Bike Route wayfinding signage. Good alternative to Station, but only 3 blocks from Calista. Perhaps pick Hickory if only one E-W route in area.		4	
Hickory	Wall	7th	2	400	30	15	0	1	30	0	1.99	B	Bike Route signage exists	None	Bike Route signage			4	Exists
Hickory	6th	3rd	2	600	30	14	0	1	30	0	2.31	B	Park access at 6th.	Both SWs	None	Bike Route wayfinding signage		0	
Hickory	3rd	East	2	1000	30	14	0	1	10	1	2.47	B	Stop signs. Tough unprotected Washington Xing. Railroad crossing. Higher ADT E of Washington.	Both SWs	None	Bike Route wayfinding signage		1	
Hickory	East	Schuyler	2	1350	30	23	0	0-pvd	20	1	1.26	A		Both SWs	None	Bike Route wayfinding signage		1	
Bourbonnais	5th	Washington	2	600	30	14	0	1	30	0	2.31	B	Unprotected Xing of Washington, then goes through shopping parking lot to West	Both SWs	None	Bike Route wayfinding signage		0	
Bourbonnais	East	Schuyler	2	1200	30	14	0	1	10	1	2.57	C	E diagonal parking and occupied W-bd parking (w/ off-street) by East. Unprotected Xing at Schuyler.	N-SW	None	Bike Route wayfinding signage		0	
Bourbonnais	Schuyler	Indiana	2	800	30	14	0	1	10	1	2.36	B	Unprotected Xings at Schuyler, Indiana.	Both SWs	None	Bike Route wayfinding signage		0	
Bourbonnais	Indiana	Harrison	2	800	30	14	0	1	10	1	2.36	B	Unprotected Xings at Indiana, Harrison.	Both SWs	None	Bike Route wayfinding signage		2	
Bourbonnais	Harrison	Chicago	2	800	30	14	0	1	10	1	2.36	B		Both SWs	None	Bike Route wayfinding signage		3	
Bourbonnais	Chicago	Country Club	2	600	30	13.8	0	1	30	0	2.33	B	Stop and yield signs at every street.	Both SWs	None	Bike Route wayfinding signage		1	
River St	5th	4th	2	700	30	11.7	0	1	10	0	2.42	B	Parking despite none allowed W-bd	Both SWs	None	Bike Route wayfinding signage		7	
River St	4th	3rd	2	700	30	15	0	1	10	0	2.01	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		7	High
River St	3rd	Washington	2	1000	30	15	0	1	10	0.5	2.26	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		9	High
River St	Washington	Schuyler	2	7800	30	15.3	0	1	0	1.5	3.27	C	Turn lanes by Schuyler. Widths varying.	Both SWs	Bike Lanes	5' bike lanes possible, except at Washington, E-bd at Schuyler - use SLM 4' there.	2.17	13	High
River St	Schuyler	Harrison	4	12400	30	12	0	0	0	1.5	3.60	D	IDOT IL50. 7' medians: raised by intersections, painted mid-block. Stoplight, left turn lanes at Schuyler, Harrison. Carriage SWs w/ ADA issues.	Both SWs	Sidewalk Ramps. Future Bike Lanes?	Removing medians allows enough space for BLs: 5-12-11-11-12-5. Improve ADA of carriage SWs.		23	High
River St	Harrison	Chicago	2	8700	30	14	0	1	0	1	3.43	C	Transitioning 4-2 lanes, with median	Both SWs	None	Bike lanes 5-10-10-5 marginally possible, but tight for that ADT		15	
River St	Chicago	Wildwood	2	8700	30	14	0	1	0	1	3.43	C		Both SWs	None	Bike lanes 5-10-10-5 marginally possible, but tight for that ADT		9	
River St	Wildwood	Nelson	2	7800	30	14	0	1	0	1	3.38	C		Both SWs	None	Bike lanes 5-10-10-5 marginally possible, but tight for that ADT.		8	
River St	Nelson	Eagle	2	1200	25	14	0	1	15	1	2.44	B		None	None	Bike Route wayfinding signage		2	
River/Enos	Winfield	Calista	2	1000	30	13.8	0	1	50	0.5	2.86	C		S-SW, most N-SW	None	Bike Route wayfinding signage, but somewhat below target		0	
Eagle	Harrison	Chicago	2	2850	30	19.3	0	1	35	0	2.45	B		Both SWs	Bike Route signage	Bike Route wayfinding signage. SLM 11' marginal here.		11	High
Eagle	Chicago	Greenwood	2	2000	30	19.3	0	1	35	0	2.28	B		Both SWs	Bike Route signage	Bike Route wayfinding signage. SLM 11' marginal here.		8	High
Eagle	Greenwood	Osborn	2	1800	30	19.3	0	1	30	0	2.14	B		Both SWs	Bike Route signage	Bike Route wayfinding signage. SLM 11' marginal here.		9	High
Eagle	Osborn	Nelson	2	1200	30	13.9	0	1	0	0	2.30	B	No parking seen	Some N-SW	Bike Route signage	Bike Route wayfinding signage. SLM 4' possible, if no parking.		10	High
Eagle	Nelson	Country Club	2	1200	30	17.1	0	1	0	0	1.80	B	No parking seen	None	Bike Route signage	Bike Route wayfinding signage. SLM 4' possible, if no parking.		9	High
Eagle	Country Club	Maple	2	1500	30	15.1	0	1	5	0	2.31	B		Both SWs	Bike Route signage	Bike Route wayfinding signage		9	High
Calista	Roosevelt	Main	2	700	30	14	0	1	15	0	2.21	B		Both SWs	None	Bike Route wayfinding signage		9	
Calista	Main	Curtis	2	1450	30	14	0	1	15	0.5	2.65	C		Both SWs	Bike Route signage	Bike Route wayfinding signage. Somewhat below target.		10	Medium
Calista	Curtis	Fraser	2	1850	30	18.9	0	1	40	0.5	2.44	B	Heavy parking (>50%) by school, <10% away	Both SWs	Combined Bike/ Parking Lanes	Combined Bike/Parking Lanes 7.5-12.4-12.4-7.5, supplemented with SLM 11' by school, any other high parking.	1.57	18	High
Calista	Fraser	8th	2	1850	30	18.9	0	1	30	0.5	2.29	B	Heavy parking (>50%) by school, <10% away	Both SWs	Combined Bike/ Parking Lanes	Combined Bike/Parking Lanes 7.5-12.4-12.4-7.5, supplemented with SLM 11' by school, any other high parking.	1.32	18	High
Calista	8th	Wall	2	1850	30	18.9	0	1	5	0.5	1.86	B		Both SWs	Combined Bike/ Parking Lanes	Combined Bike/Parking Lanes 7.5-12.4-12.4-7.5	0.61	24	High
Water	8th	6th	2	1000	30	14	0	1	10	0.5	2.40	B		Both SWs	None	Bike Route wayfinding signage		2	
Water	6th	trail entrance	2	5300	30	14	0	1	0	0	3.04	C	N-sidepath (through front yards), closer to river by park. Appears as Bike Path on map.	N-SP, S-SW	None	Bike lanes 5-10-10-5 marginally possible, but tight for that ADT		6	

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Water	trail entrance	McMullin	2	5300	30	14	0	1	0	0	3.04	C	Signed Bike Route. Turn lanes and varying conditions (incl. parking) by Washington.	Both SWs	Shared Lane Markings	Bike lanes 5-10-10-5 possible, but tight. SLM 4' E-bd, 11' W-bd.		6	Medium
Water	McMullin	East	2	4650	30	19.2	0	0-pvd	0	1.5	2.33	B	IDOT US45. Underpass narrower. Signed Bike Route with "Bikes May Use Full Lane". Turn lanes by McMullin and Washington.	Both SWs	Shared Lane Markings	SLM 4' to supplement existing		6	Medium
Water	East	Schuyler	2	700	30	14.1	0	1	0	2	2.30	B	Signed Bike Route	N-SW	Bike Route signage			6	Exists
Water	Schuyler	Dearborn	2	800	30	14.1	0	1	0	2	2.37	B	Bike Route to trail. Perpendicular parking. Unprotected Schuyler crossing.	N-SW	Bike Route signage	Bike Route wayfinding signage. SLM in middle of lane, where adjacent to perpendicular parking.		6	Medium
Water	Dearborn	Hawkins	2	400	30	13.3	0	1	25	0	2.12	B	Bike Route to trail	E-SW, some W-SW	Bike Route signage	Bike Route wayfinding signage		6	Medium
(riverside)	Hawkins	(community college)											Existing riverside trail		Done	Existing trail		6	Done
(riverside)	(community college)	park road											Existing riverside trail		Done	Existing trail		5	Done
(riverside)	park road	River Rd													Trail	Extended river trail already being planned by park district		2	Planned
Charles	10th	8th	2	600	30	17	0	1	10	0	1.63	B	Much perpendicular parking. 10% parking elsewhere.	S-SW	None	Bike Route wayfinding signage		1	
Charles	Washington	McMullen	2	3950	30	27	0	1	0	2.5	0.61	A	IDOT IL115 jog. Parking lots.	None	None	If no parking, Bike Lanes 6-21-21-6, or buffered 5-4-18 each side. If parking, parking stalls and BLs would both fit, or CBPL/shoulders 8.5-18.5-18.5-8.5.		2	
Charles	Schuyler	Water	2	400	30	15	0	0-pvd	20	0	1.86	B		S-SW, some N-SW	None	Bike Route wayfinding signage		1	
Duane	Evergreen	Poplar	2	600	30	18	0	0-pvd	10	0	1.47	A	Divided. Yield signs every street.	Both SWs	None	BR wayfinding signs, or CBPL 7.5-10.5 each side		1	
Duane	Poplar	Osborn	2	600	30	18	0	0-pvd	10	0	1.47	A	Divided. Yield signs every street.	Both SWs	None	BR wayfinding signs, or CBPL 7.5-10.5 each side		2	
Duane	Osborn	Justine	2	800	30	17	0	1	10	0	1.78	B		N-SW	None	BR wayfinding signs, or CBPL 7.5-10.5 each side		1	
Duane	Justine	Country Club	2	800	30	15.2	0	1	10	0	2.05	B		None	Bike Route signage	Bike Route wayfinding signage		14	Medium
Duane	Country Club	Maple	2	1000	30	15.2	0	1	50	0	2.65	C	Tight, with parking.	None	Shared Lane Markings	BR wayfinding signs, or SLM 11'. Somewhat below target.		13	Medium
11th	Hawkins	School	2	400	30	17	0	1	0	0	1.26	A	Perpendicular parking W	Both SWs	None	Bike Route wayfinding signage		1	
School	11th	10th	2	400	30	15	0	1	0	0	1.58	B		S-SW	None	Bike Route wayfinding signage		1	
10th	School	Charles	2	400	30	17.4	0	1	0	0	1.19	A		E-SW	None	Bike Route wayfinding signage		1	
Hawkins	Main	Yates	2	400	30	17	0	0.5	0	0	1.26	A	Parking ok	N-SW	None	Bike Route wayfinding signage		1	
Hawkins	Yates	Curtis	2	800	30	17	0	0.5	15	0	1.86	B		Both SWs	None	Bike Route wayfinding signage		1	
Hawkins	Curtis	11th	2	1200	30	17	0	0.5	15	0	2.06	B	Perpendicular parking N, some S. 15% S parallel parking.	Both SWs	None	Bike Route wayfinding signage		2	
Hawkins	11th	10th	2	800	25	16.8	0	1	20	0	1.81	B		Both SWs	None	Bike Route wayfinding signage		1	
Hawkins	10th	8th	2	800	25	14	0	1	20	0	2.18	B		None	None	Bike Route wayfinding signage		2	
Hawkins	8th	Washington	2	800	30	14	0	1	15	0	2.28	B	3 stop signs.	Both SWs	None	Bike Route wayfinding signage		2	
Hawkins	Washington	Schuyler	2	1000	30	17.5	0	1	10	0.5	1.88	B	Railroad underpass.	Both SWs	None	BR wayfinding signs, or CBPL 7.5-11 each side		3	
Hawkins	Schuyler	Water	2	400	30	13.9	0	1.1	10	1	2.02	B		Some N-SW	None	Bike Route wayfinding signage		3	
Jeffery (E-bd)	westward	Curtis	2	3350	35	11.2	6	0	0	3	1.96	B	IDOT IL 115. E-bd shoulder paved.	None	Add Sidewalk	Add sidewalk or sidepath		4	Medium
Jeffery (W-bd)	westward	Curtis	2	3350	35	11.2	0	0	0	3	3.79	D	IDOT IL 115.	None	Paved Shoulder	Paved 4' shoulders, 3' minimally. Add sidewalk or sidepath, when developed.	2.76	4	Low
Jeffery	Curtis	Westlawn	2	3700	35	14.2	0	0	0	2.75	3.41	C	IDOT IL 115. CLTL, 40.2" total.	S-SW	Widen to Sidepath	Widen to sidepath width. If reconstructed, add pavement for bike lanes 5-12-12-5.		20	Low
Jeffery	Westlawn	8th	2	4700	35	13.4	0	2	0	2.75	3.64	D	IDOT IL 115.	S-SW	Widen to Sidepath	Widen to sidepath width. If reconstructed, add pavement for bike lanes 5-12-12-5.		20	Low
Jeffery	8th	3rd	2	5900	35	13.4	0	2	0	2.75	3.76	D	IDOT IL 115.	S-SW	Add Sidewalk	SLM 4' feasible but very far below target. On-road only possible with pavement widening. Not ideal for SP, but adding N-SW could help.		23	Low
Jeffery	3rd	Washington	2	5900	35	12	0	2	0	2.75	3.94	D	IDOT IL 115. CLTL, 40.5" total (w/ gutters).	Both SWs	None	SLM 4' feasible but very far below target. On-road only possible with pavement widening. Not ideal for SP.		23	
Jeffery	Washington	East	2	5800	30	14	0	0	0	2.75	3.52	D	City road. Varying width. Railroad Xing.	N-SW	None	SLM feasible but very far below target: 4' E-bd, similar straight path W-bd. On-road only possible with pavement widening by RR Xing.		19	
Jeffery	East	Schuyler	2	1950	30	19.4	0	0-pvd	0	2.75	2.06	B	Unprotected Schuyler Xing.	N-SW	None	BR wayfinding signage, or Bike Lanes 5.4-14-14-5.4		19	
Jeffery	Schuyler	(river)											Short dead end - no road		None	Possible connection to trail		14	
Sterling	6th	Kensington	2	400	30	16	0	1	5	0	1.51	B		Both SWs	None	Bike Route wayfinding signage		1	
Airport	Henkel	Kensington	2	900	55	10	0	0	0	1	3.10	C		None	None	Build as complete street, when developed		8	
River Rd (E-bd)	Schuyler	College	4	6600	45	12	0	0	0	2	3.66	D	E-bd 2' stone shoulder, more feasible. CLTL by Kankakee Community College.	None	Paved Shoulder	Paved 4' shoulders. Add sidewalk or sidepath, when developed.	2.38	8	Medium
River Rd (W-bd)	Schuyler	College	4	6600	45	12	4	1.7	0	2	2.38	B	CLTL by Kankakee Community College.	None	None	Add sidewalk or sidepath, when developed		8	
River Rd	College	1500E/ park road	2	1750	45	12	0	0	0	2.5	3.45	C	Waterpark, skating facility, River Road park. S-SP between River Rd park and waterpark.	Some S-SP	None	Build as complete street, when developed		5	
River Rd	1500E/ park road	(river)	2	1300	45	12	0	0	0	2.5	3.30	C		None	None	Build as complete street, when developed		4	
Roosevelt	IL 17	Calista	2	400	30	14	0	1	30	0	2.10	B		Both SWs	None	Bike Route wayfinding signage		0	
Main	Tower	Wall	2	2150	35	10.6	0	0	0	1	3.25	C	Short segment	None	None	Build as complete street, when developed		7	
Main	Wall	railroad	2	1500	40	10.6	0	0	0	1	3.15	C	Lower ADT N.	None	Paved shoulders	Build as complete street, when developed. If not developed, add 4' (3' minimally) paved shoulders, and sidewalk or sidepath.	2.16	10	Medium

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Main (S-bd)	railroad	IL 17	2	1700	35	20.8	0	1	0	4	2.13	B	No stoplight at IL17.	W-SW	Paved shoulders	If no parking, restripe with 16.8' lanes or 4' shoulders and 12.8' lanes. If parking, Bike Route wayfinding signage.		8	Medium
Main (N-bd)	railroad	IL 17	2	1700	35	12.8	0	0	0	4	3.47	C	Huge stone shoulder	W-SW	Paved shoulders	If no parking, restripe with 16.8' lanes or 4' shoulders and 12.8' lanes. If parking, Bike Route wayfinding signage.	2.13	8	Medium
Main	Station	Hickory	2	1500	25	20.3	0	1	25	0.5	1.69	B		Both SWs	Bike Route signage	BLs possible if 1-side parking only, but too short a segment. Bike Route wayfinding signage.		6	Low
Main	Hickory	Calista	2	1000	25	16.9	0	1	15	0	1.83	B		Both SWs	Bike Route signage	Bike Route wayfinding signage.		7	Low
Wall	Main	Oaktree	2	4200	45	12	3	0	0	3	3.11	C	IDOT IL113.	None	None	Build as complete street, when developed.		7	
Wall	Oaktree	Butterfield	2	5300	35	12	3	0	0	3	3.03	C	IDOT IL113. S-end: some SW, transition to 4 lanes	Some W-SW	Complete Sidewalk	Complete at least one sidewalk (or sidepath).		7	Medium
Wall	Butterfield	Court	4	12900	35	13	0	1.5	0	2.25	3.76	D	IDOT IL113. Raised median, turn lanes by Court	Both SWs	None	Potentially enough room for bike lanes, if lanes narrowed.		10	
Wall	Court	Station	2	8300	30	13	0	1.5	0	1	3.55	D	Transitioning lanes. S-bd 2L then 1L+ left-turn lane. N-bd 1L with some turn lanes.	W-SW	None	BLs may be possible with road diet, however, use 7th Ave and park road under Court.		5	
Wall	Station	Hickory	2	5900	30	17.3	0	1	40	1	3.33	C	Turn lanes by Station. Parking observed N-bd only.	Both SWs	None	SLM 11' possible, but well below target. Use Hickory/7th Ave route instead.		5	
Wall	Hickory	Water	2	5900	30	17.3	0	1	10	1	2.89	C	N-bd parking more important (resid driveways). 8' SP recently widened from SW.	E-SP, W-SW	Combined Bike/ Parking Lanes	CBPL 7.8-10.5-10.5-7.8, as on-road alternative to E-SP.	1.79	8	Medium
Curtis	Court	Station	2	5400	30	15.8	0	1	1	1	2.94	C	No S-bd parking allowed, and N-bd not needed. Multifamily units w/ off-street parking.	Both SWs	Bike Lanes (1->0 side parking)	With no parking, bike lanes 5-11.8-11.8-5	1.80	3	High
Curtis	Station	Calista	2	6300	30	22.5	0	0-pvd	30	1	2.35	B	Stoplight at Station	Both SWs	Bike Lanes (2->1 side parking)	BLs w/ parking areas possible but tight: 7.5 parking-5 BL-10-10-5-7.5. If only 1-side parking, 8.5 parking-5.5 BL-13-13-5. CBPL, SLM not ideal. BR wayfinding signage - backup.	1.55	10	High
Curtis	Calista	Hawkins	2	6500	30	20.9	0	1	5	1	2.19	B	School parking situation?	Both SWs	Combined Bike/ Parking Lanes	CBPL 7.9-14-14-7.9. Supplement with SLM 11' where parking heavy.	0.82	16	High
Curtis	Hawkins	Jeffery	2	6500	30	20.9	0	1	5	1	2.19	B	Multi-family W side	Both SWs	Combined Bike/ Parking Lanes	CBPL 7.9-14-14-7.9. Supplement with SLM 11' where parking heavy.	0.82	16	High
Fraser	Court	Station	2	600	25	14.8	0	1	30	0	2.06	B	E-bd Court can't turn onto S-bd Fraser.	Both SWs	None	Bike Route wayfinding signs		1	
Fraser	Station	Calista	2	800	25	14.8	0	1	30	0	2.21	B	Perpendicular parking by Station	Both SWs	None	Bike Route wayfinding signs		1	
Winfield	Station	River	2	800	25	16.3	0	0-pvd	20	0	1.88	B	Perpendicular parking by Station	Both SWs	None	Bike Route wayfinding signs		1	
(riverside)	Brookmont	River											Existing trail		Done	Existing trail		3	Done
trail	(river)	River											Existing trail		Done	Existing trail		10	Done
(riverside)	Gregg	near River Dr													None	River Drive, instead		2	
(riverside)	near River Dr	(railroad)											East bank of river		Trail	Proposed trail already under City consideration		3	High
(railroad piers)	(east riverside)	(west riverside)											Just N of existing railroad bridge over river are unused piers		Trail	Proposed trail bridge across river already under City consideration		3	High
(riverside)	(railroad)	Court											Existing trail N to RR, but not N-side of RR to river		Done	Existing trail, except N of railroad		4	Done
(bike path)	Court	Station											Existing off-road trail		Done	Existing riverside trail in Bird Park		5	Done
(bike path)	Station	Wall											Signed bike routes on Hickory, 7th		Done	Existing road route, 7th and Hickory		6	Done
River Dr	Gregg	Wilson	2	800	30	15	0	1	10	0	2.08	B	N access to trail, also pool	Both SWs	Shared Lane Markings (2->1 side parking)	BR wayfinding signs. If riverfront trail S developed, remove N-bd parking and add SLM 4' N-bd and 11' S-bd.		9	Medium
River Dr	Wilson	Kennedy	2	800	30	15	0	1	30	0	2.34	B	Very difficult 3-way intersection at Kennedy, nowhere to go	Both SWs	Shared Lane Markings (2->1 side parking)	BR wayfinding signs. If riverfront trail S developed, remove N-bd parking and add SLM 4' N-bd and 11' S-bd.		8	Medium
Kennedy	Brookmont	5th	4	27800	35	13	0	0-pvd	0	2.75	4.25	D	IDOT US45/52. 3 lanes N-bd, becomes 2 w/right-turn lane. CLTL total 69'. Carriage W-SW.	W-SW, some E SW	Complete Sidewalk	Complete E-SW		17	Medium
Kennedy	5th	River	4	22600	35	13	0	0-pvd	0	1.5	3.90	D	IDOT US45/52. Turn lane, E-SW gap by 5th.	W-SW, most E-SW	Complete Sidewalk	Complete E-SW		10	Medium
Kennedy	River	(railroad)	4	22600	35	13	0	0-pvd	0	1.5	3.90	D	IDOT US45/52. Narrow E-SW with bad Xing at Harbor.	Some E-SW	Complete Sidewalk	Improve E-SW Xing at Harbor. Extend E-SW (or E-SP) south. High priority if W-SP not built.		17	Medium
Kennedy	(railroad)	Court	4	22600	35	13	0	0-pvd	0	1.5	3.90	D	IDOT US45/52. River frontage for trail.	None	Add Sidewalk	Add E-SW, even if W-SP can be added. If no W-SP, then High priority.		17	Medium
Enos	River	Calista	2	800	30	14.8	0	1	0	0	1.96	B		Both SWs	None	Bike Route wayfinding signs		1	
8th	Calista	Water	2	1500	30	17	0	1	0	0	1.93	B		None	Bike Route signage	BR wayfinding signs. Other on-road options not possible or ideal.		9	Medium
8th	Water	Hawkins	2	2000	30	17	0	1	20	0	2.40	B	Perpendicular parking by museum, 25% parking S of Charles	W-SW, some E SW	Bike Route signage	BR wayfinding signs. Other on-road options not possible or ideal. S-bd SLM middle of lane, by perp. parking.		8	Medium
8th	Hawkins	Jeffery	2	1800	30	17	0	1	25	0	2.42	B		E-SW, most W-SW	Bike Route signage	BR wayfinding signs. Other on-road options not possible or ideal.		7	Medium
8th	Jeffery	Sterling	2	250	30	8	0	0	0	0	2.15	B	12' total width	None	None	Bike Route wayfinding signs		3	
5th	W-end / trail	Kennedy	2	250	30	13	0	1	0	0	1.62	B	Trail access on W, stoplight and YMCA at Kennedy. Narrower W, wider E - avg width given.	None	Bike Route signage	Bike Route wayfinding signs		0	High
5th	Kennedy	Henry	4	6900	30	12	0	1	0	1.5	3.30	C	Turn lanes	None	Bike Lanes (4->3 lane road diet)	4-to-3 road diet with 5' bike lanes. Taper to 2L w/ bike lanes by Henry.	1.96	11	High
5th	Henry	railroad	2	7600	30	14.4	0	1.8	0	1.5	3.39	C	Railroad Xing	Both SWs	Bike Lanes	Bike Lanes, 5-11.2-11.2-5	2.18	11	High
5th	railroad	Chestnut	2	8000	30	20.2	0	1.5	5	1	2.43	B	Businesses usually have off-street parking. Higher parking S by residences and Chestnut.	Both SWs	Bike Lanes (2->1 side parking)	If 1-side parking (E), 5 BL-12.8-12.8-5 BL-8 parking	1.77	11	High
5th	Chestnut	Oak	2	10000	30	13.5	0	1	0	1	3.57	D		Both SWs	Paved Shoulders	Stripe 3.5' paved shoulders: 3.5-11-11-3.5. Backup SLM 4'.	2.87	10	High

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
5th	Oak	Court	4	10000	30	12	0	1	0	1	3.41	C	Transition from 2 to 4 lanes. T-intersection at Court.	Both SWs	None			10	
6th	Court	Merchant											Does not go through					2	
6th	Merchant	Station	2	300	30	19	0	1	80	0	1.96	B		Both SWs	None	BR wayfinding signs, or SLM 11'		1	
6th	Station	Hickory	2	100	30	10	0	1	10	0	1.60	B	Narrow alley, in parts. Access to park on S-end.	W-SW	None	Bike Route wayfinding signs		1	
6th	Water	Jeffery	2	800	30	15.5	0	1	30	0	2.28	B	2 stop signs	Both SWs	None	Bike Route wayfinding signs		0	
6th	Jeffery	Stefling	2	400	30	15.4	0	0-pvd	15	0	1.74	B		Both SWs	None	Bike Route wayfinding signs		0	
5th	Merchant	Station	2	550	30	21	0	0-pvd	60	0	1.74	B	Off-street parking available	Both SWs	None	BR wayfinding signs, or SLM 11'		3	
5th	Station	Hickory	2	650	30	21	0	0-pvd	60	0	1.83	B	Unprotected Xing at Station	Both SWs	None	BR wayfinding signs, or SLM 11'		4	
5th	Hickory	River	2	650	30	21	0	0-pvd	60	0	1.83	B		Both SWs	None	BR wayfinding signs, or SLM 11'		5	
5th	Water	Clinton	2	800	30	14	0	1	30	0	2.45	B		Both SWs	None	Bike Route wayfinding signs		0	
5th	Clinton	Donald	2	300	30	19.3	0	1	50	0	1.54	B		Both SWs	None	Bike Route wayfinding signs		0	
4th	Oak	Court	2	800	30	17	0	1	30	1	2.22	B	Parking occupied on N-bd only	Both SWs	Shared Lane Markings (2 >1 side parking)	If 1-side parking (N-bd), SLM 4' S-bd and 11' N-bd.		2	Medium
4th	Court	Merchant	2	1750	30	17	0	1	50	1	2.88	C	Parking only allowed N-bd. Turn lane, light @ Court.	Both SWs	Shared Lane Markings	SLM 4' S-bd, 11' N-bd. Somewhat below target N-bd.		2	Medium
4th	Merchant	Station	2	1750	30	17	0	1	40	1	2.76	C		Both SWs	Shared Lane Markings	SLM 11', but N-bd somewhat below target N-bd. S-bd SLM 4' if no parking there.		0	Medium
4th (N-bd)	Station	River	2	800	30	14.9	0	1	40	1	2.61	C	1-way N-bd, parking both sides	Both SWs	Shared Lane Markings	SLM 11', but slightly below target		0	Medium
Entrance	Brookmont	railroad	2	5900	30	18.9	0	1	0	1	2.43	B	No parking seen, but allowed	Some SWs	Bike Lanes (2->0 side parking)	If no parking, 5.5 BL-14.4-14.4-5.5 BL, or 5 BL-3 buffer-11.9-11.9-3 buffer-5 BL. Or, CLTL 8-11.9-11.9-8, if parking remains. Complete one SW.		24	Medium
Entrance	railroad	Court	2	6150	30	21	0	1	70	1	3.26	C	W-SW gap by Chestnut; both-SW gaps by railroad	E-SW, most W-SW	None	2-side parking: BLs 7-5-10-10-5-7 or SLM 11' but well below target. 1-side parking: BLs 8-5-13-13-5.		24	
Entrance (N-bd)	Court	Station	2	550	30	16	0	0	60	0	2.37	B	1-way N, after splitting from 3rd.	Both SWs	None	BR wayfinding signs, or SLM 11'		18	
3rd (S-bd)	Court	Merchant	2	800	30	15	0	0	40	0	2.45	B	Splits from Entrance, 1-way S	Both SWs	None	BR wayfinding signs, or SLM 11'		4	
3rd (S-bd)	Merchant	Station	2	800	30	15	0	0	40	0	2.45	B	1-way S	Both SWs	Shared Lane Markings	BR wayfinding signs, or SLM 11'		4	Medium
3rd (S-bd)	Station	Hickory	2	500	30	14.5	0	1	50	0	2.37	B	1-way S, parking both sides	Both SWs	Shared Lane Markings	BR wayfinding signs, or SLM 11'		5	Medium
3rd (S-bd)	Hickory	River	2	500	30	14.5	0	1	50	0	2.37	B	1-way S, parking both sides	Both SWs	Shared Lane Markings	BR wayfinding signs, or SLM 11'		3	Medium
Washington	Brookmont	Mertens	2	500	30	12.2	0	0	0	2	2.38	B		None	None	Bike Route wayfinding signs		3	
Washington	Mertens	Locust											Road segment does not exist					4	
Washington	Mulberry	Birch	2	1000	30	12	0	0	0	2	2.76	C		None	None			5	
Washington	Birch	Locust	2	1000	25	14	0	1	80	1	2.95	C	Really, 20 mph.	Both SWs	None	S of Cypress, backup to Entrance. BR wayfinding signage, or SLM 11'. Somewhat below target.		5	
Washington	Locust	Court	2	2600	25	14.6	0	1	15	1	2.76	C	Stoplight at Court.	Both SWs	None	Backup to Entrance. BR wayfinding signage, not ideal for SLM 11'. Somewhat below target.		5	
Washington	Court	Station	2	8150	25	18.7	0	1	15	1.5	2.77	C	IDOT US 45/52. Turn lanes at Station, Court. Only S-bd parking occupied, by homes.	Both SWs	None	If S-bd parking only, 7.4 parking-5 BL-11-11-5 BL.		6	
Washington	Station	Hickory	2	9250	25	18.7	0	1	30	1.5	3.09	C	IDOT US 45/52. 19.5' N-bd, 18' S-bd. Stoplight, turn lanes @Station. Truck route.	Both SWs	None	If S-bd parking only, 7.4 parking-5 BL-11-11-5 BL.		12	
Washington	Hickory	River	2	9250	25	18.7	0	0	0	1.5	2.57	C	IDOT US 45/52. S-bd turn lanes by River. Otherwise, 19.5' N-bd, 18' S-bd. S-bd no parking S of Bourbonnais. None seen elsewhere. Truck route.	Both SWs	None	If S-bd parking only, 7.4 parking-5 BL-11-11-5 BL. If no parking, 5.5 BL-13.2-13.2-5.5 BL.		12	
McMullen	River	Water	4	9050	30	12	0	1	0	2	3.52	D	IDOT US45/52. River bridge. Sidewalks with barriers, not very adequate for bicycling and often used by pedestrians, fishermen.	Both SWs	To be determined	Consider reducing to 1 S-bd lane except by Water - allows BLs both sides, SLMs near intersections. If not, SLM 4' but very far below target. Check N-side expansion joint. Future bridge reconstruction should widen for BLs.		11	
McMullen	Water	Charles	2	3950	30	22.4	0	0-pvd	0	2.5	1.75	B	IDOT IL 115. Parking lots.	Both SWs	None	If no parking, Bike Lanes 5.4-17-17-5.4, or buffered 5-3.4-14 each side. If parking, CBPL/shoulders 8.4-14-14-8.4.		4	
Washington	Water	Charles	2	800	30	14.5	0	0.6	30	1	2.54	C	Off-street parking part of E-side	Both SWs	None	BR wayfinding signage, but somewhat below target		1	
Washington	Charles	Jeffery	2	4300	30	19.4	0	1	30	3	3.05	C	IDOT IL 115.	Both SWs	None	SLM 11' or BR wayfinding signage. Well below target.		2	
Kensington	Jeffery	Donald	2	1300	35	10.7	0	0	0	2.5	3.27	C	County road, recently paved. Heavy perpendicular parking W. 4' smooth, stone shoulders.	Some W-SW	Paved Shoulders	Pave shoulders, at least 3'	2.27	4	Medium
Kensington (railroad)	Donald	(southward) Charles	2	1200	45	10.7	0	0	0	2.5	3.41	C		None	Paved Shoulders	Pave shoulders, at least 3'	2.41	4	Medium
(railroad)	Charles	Jeffery													None			0	
(railroad)	Jeffery	River													None			0	
East	Court	Station	2	150	30	16.2	0	0-pvd	0	0	0.90	A	Dead end at Amtrak station. Parking lots both sides.	Both SWs	None	Bike Lanes 5-11.2-11.2-5, or BR wayfinding signage.		2	
East	Station	River	2	1000	30	18.4	0	0-pvd	15	1	1.89	B	N-bd 18.4'; S-bd 19' crumbling, curbless. Hickory Xing unprotected, so-so sightlines. No parking occupied S of Hickory.	E-SW	None	Bike Route wayfinding signage		3	
East	Water	Water	2	4000	30	17	0	1	30	2.5	3.29	C	Jog in signed Bike Route	E-SW	None	Jog in signed Bike Route		2	
East	Water	Jeffery	2	4000	30	17	0	1	30	2.5	3.29	C	N-bd parking heavy by homes.	E-SW	None	SLM 4' where parking prohibited, 11' where parking occupancy is significant (by homes). Well below target.		2	
East	Jeffery	Schuyler	2	6000	30	14	0	1	0	2.5	3.49	C	IDOT US45/52. Long turn lanes.	None	None	SLM 4', but well below target. Add W-SW or SP.		0	
Schuyler	South	Brookmont	4	6800	30	12	0	1	0	2	3.38	C	Total 39' N, 59' S. Various lane widths. N-bd 2L. S-bd mostly turn lanes. Entire road is 2L further N, S.	Most SWs	Bike Lanes (4->3 lane road diet)	Road diet to 1 N-bd lane allows 5' BLs through Brookmont intersection's turn lane transition.	2.03	10	Medium

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority
Schuyler	Brookmont	Chestnut	2	6800	30	19.3	0	1	15	2	2.87	C		Both SWs	Bike Lanes (2->1 side parking)	If S-bd parking removed, 5 BL-11-11-5 BL-8.6 parking. Match N of Brookmont with 2-1 S-bd road diet and both N and S 5' BLs through turn lane transition.	2.24	15	High
Schuyler	Chestnut	Oak	2	8800	30	20.3	0	0	40	2	3.25	C	No parking allowed E-side (off-street parking).	Both SWs	Bike Lanes (2->1 side parking)	If S (or N)-bd parking removed, 5 BL-11-11-5 BL-8.6 parking.	2.38	17	High
Schuyler	Oak	Court	2	8800	30	20.3	0	0	100	2	4.05	D	Off-street parking nearby	Both SWs	Bike Lanes (2->1 side parking)	If S (or N)-bd parking removed, 5 BL-11-11-5 BL-8.6 parking. If not, SLM 11' but very far below target.	2.38	17	High
Schuyler	Court	Station	2	6500	30	21	0	0	50	2	3.15	C	N-bd 20% parking (off-street available), S-bd 80%. Stoplights at Merchant, Station.	Both SWs	Bike Lanes (2->1 side parking)	If N-bd parking removed, 8 parking-5 BL-12-12-5 BL.	2.01	21	High
Schuyler	Station	River	2	6500	30	21	0	0	20	2	2.62	C	Pockets of heavier parking where none off-street. S of Bourbonnais: 2L N-bd, S-bd 1L+ turn lane.	Both SWs	Bike Lanes (2->1 side parking)	If N-bd parking removed, 8 parking-5 BL-12-12-5 BL.	2.01	20	High
Schuyler	River	Water	4	14500	30	12	0	1	0	2.75	3.89	D	IDOT IL50. River bridge. Long N-bd right-turn lane widens entire length of bridge. Sidewalks with barriers.	Both SWs	To be determined	Consider eliminating 1 N-bd lane - at least where the right-turn lane begins - and restriping for 5' BLs each side. If not, SLM 4' would be very far below target, but better than nothing.		27	TBD
Schuyler	Water	Hawkins	4	14300	30	18	0	0-pvd	10	2.75	3.16	C	IDOT IL50. 59' total. Parking by homes; businesses have off-street parking. Pavement differences delineate informal parking areas.	Both SWs	Paved Shoulders	Formalize (combined bike)/parking areas w/ striping 7' from curbs. Or, do not designate as BR, just as urban paved shoulders.	2.23	16	Medium
Schuyler	Hawkins	Jeffery	4	14300	30	18	0	0-pvd	5	2.75	3.07	C	IDOT IL50. 59' total. Parking by homes; businesses have off-street parking.	Both SWs	Paved Shoulders	Formalize (combined bike)/parking areas w/ striping 7' from curbs. Or, do not designate as BR, just as urban paved shoulders.	2.10	14	Medium
Schuyler	Jeffery	1 blk S of East	4	16000	30	12	0	0	0	2	3.81	D	IDOT US45/52. Some raised median area. Varying frontage pavement from East.	None	Add Sidewalk; Bike Route signage	Add E-SP or SW for N-bd, formalize frontage pavement as route and sidepath for S-bd.		7	Medium
Schuyler	1 blk S of East	River	4	16000	40	12	0	0	0	2.5	4.14	D	IDOT US45/52. Wide (8') stone shoulders.	None	Paved Shoulders	Pave shoulders, at least 5'	2.44	7	Medium
Indiana (S-bd)	Fair	Mulberry	2	3300	30	14	0	1	0	2	3.10	C	IDOT IL50. 1-way S-bd. Railroad Xing.	Both SWs	None	W-to-E: 5 BL-12-12		1	
Indiana (S-bd)	Mulberry	Chestnut	2	3300	30	21	0	1	30	2	2.46	B	IDOT IL50. 1-way S-bd, parking both sides. Stoplight at Chestnut.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. S-bd bike lane only.		2	
Indiana (S-bd)	Chestnut	Oak	2	3950	30	21	0	1	15	2	2.27	B	IDOT IL50. 1-way S-bd, parking both sides.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. S-bd bike lane only.		4	
Indiana (S-bd)	Oak	Court	4	3950	30	11	0	1	0	2.5	3.30	C	IDOT IL50. 1-way S-bd.	Both SWs	None	Road diet 4-3L (eastmost combo straight & left-turn) allows for 12-13' lanes, 5-6' BL.		5	
Indiana (S-bd)	Court	Merchant	2	4000	30	13	8.5	1	100	2.5	3.42	C	IDOT IL50. 1-way S-bd, parking stalls both sides.	Both SWs	None	If one-side parking X-section not possible, SLM 11' but well below target.		6	
Indiana (S-bd)	Merchant	Station	2	4000	30	21	0	1	0	2.5	2.06	B	IDOT IL50. 1-way S-bd, parking both sides.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. S-bd bike lane only.		6	
Indiana (S-bd)	Station	River	2	2800	30	21	0	1	40	2	2.55	C	IDOT IL50. 1-way S-bd, parking both sides. Stoplights at Station, Hickory, River.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. S-bd bike lane only.		6	
(riverside)	Court	Merchant													Trail	Proposed trail already under City consideration		5	High
(riverside)	Merchant	Station													Trail	Proposed trail already under City consideration		4	High
(riverside)	Station	5th													Trail	Proposed trail already under City consideration		4	High
(riverside)	5th	Washington													Trail	Proposed trail already under City consideration		2	High
(riverside)	Washington	Schuyler													None			2	
(riverside)	Schuyler	Harrison													None			2	
(riverside)	Harrison	Chicago													None			2	
Harrison (N-bd)	Fair	Cypress	2	2950	30	21	0	1	40	2	2.58	C	IDOT IL50, 1-way N-bd. Businesses by railroad. No parking, 14.5' lanes between railroad and Willow.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. N-bd bike lane only.		7	
Harrison (N-bd)	Cypress	Chestnut	2	2950	30	21	0	1	40	2	2.58	C	IDOT IL50, 1-way N-bd. Railroad Xing, businesses, no occupied parking by Cyprus.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. N-bd bike lane only.		7	
Harrison (N-bd)	Chestnut	Court	2	4200	30	21	0	1	25	2.5	2.58	C	IDOT IL50, 1-way N-bd. Parking both sides, w/off-street parking available. Lights @ Chestnut, Court.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. N-bd bike lane only.		9	
Harrison (N-bd)	Court	Station	2	4000	30	21	0	1	60	2.5	3.14	C	IDOT IL50, 1-way N-bd.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. N-bd bike lane only.		11	
Harrison (N-bd)	Station	River	2	2800	30	21	0	1	40	2.5	2.64	C	IDOT IL50, 1-way N-bd.	Both SWs	None	If one-side parking (W?) only, 8.5 (parking)-5.5 BL-15-14 or 8.5-5.5-4 buffer-13-12. N-bd bike lane only.		9	
Harrison	River	(riverside)	2	2450	30	18	0	1	60	0.5	2.98	C	Turn lanes at River.	Both SWs	Shared Lane Markings	SLM 11', but slightly below target		10	Medium
Chicago	Station	Bourbonnais	2	1000	25	15	0	0-pvd	50	0.5	2.57	C		Both SWs	None	BR wayfinding signage or SLM 11'. Slightly below target.		2	
Chicago	Bourbonnais	River	2	1000	25	15	0	0-pvd	50	0.5	2.57	C		Both SWs	None	BR wayfinding signage or SLM 11'. Slightly below target.		4	
Chicago	River	Eagle	2	1000	25	15	0	0-pvd	60	0.5	2.67	C	Unprotected River St crossing	Both SWs	None	BR wayfinding signage or SLM 11'. Slightly below target.		14	
Chicago	Eagle	Park	2	1500	25	15	0	0-pvd	60	0.5	2.87	C		Both SWs	None	BR wayfinding signage or SLM 11'. Slightly below target.		16	
forest preserve bike trail (west)													Existing limestone trail		Done	Existing limestone trail		1	Done
Greenwood	Willow	Mulberry	2	1150	30	14	0	1	30	0.5	2.71	C	W-parking only, not allowed E	Both SWs	Bike Route signage	Bike Route wayfinding signs, but slightly below target. If Mulberry, Willow implemented.		1	Low
Greenwood	Mulberry	Birch	2	1150	30	14	0	1	15	0.5	2.53	C		Both SWs	Bike Route signage	Bike Route wayfinding signs, but slightly below target		2	Low
Greenwood	Birch	Chestnut	2	1150	30	14	0	1	5	0.5	2.40	B		Both SWs	Bike Route signage	Bike Route wayfinding signs		3	Low
Greenwood	Chestnut	Station	2	1125	30	14	0	1	40	0.5	2.80	C	Stoplight at Court	Both SWs	Bike Route signage	Bike Route wayfinding signs, but slightly below target		3	Medium
Greenwood	Station	Eagle	2	750	30	14	0	1	50	0	2.62	C		Both SWs	Bike Route signage	Bike Route wayfinding signs, but slightly below target		3	Medium

Street	From (N/W)	To (S/E)	Lanes	Traffic ADT	Spd Limit	Lane Width	Extra Width	Gutter Pan	Park Occ %	% Truck	BLOS score	BLOS grade	Comments	Sidewalk Status	Primary recommendation	Notes and Other Options	New BLOS	Public "votes"	Priority	
Greenwood	Eagle	Chicago	2	350	30	14	0	1	30	0	2.03	B		Both SWs	Bike Route signage	Bike Route wayfinding signs		5	Medium	
Chicago	Park	Emory	2	1350	25	15	0	0-pvd	20	0.5	2.38	B		W-SW	None	BR wayfinding signage or SLM 11'		21		
Cobb	Emory	Wildwood	2	1350	25	15	0	0-pvd	2	0	2.07	B	Limestone park trail N. 20mph. Parking occupancy heavy occasionally for park.	N-SW	Bike Route signage	If no parking, 5 BL-10-10-5 or SLM 4'. Otherwise, BR wayfinding signage.		21	High	
Cobb	Wildwood	Poplar	2	1350	30	16	0	0-pvd	0	0	2.04	B	No parking seen. ADT lower here?	Both SWs	Bike Route signage	If no parking, 5 BL-11-11-5 or SLM 4'. Otherwise, BR wayfinding signage.		21	High	
Cobb	Poplar	Osborn	2	750	30	13.3	0	0	0	0	2.14	B	No parking seen	Most SWs	Bike Route signage	If no parking, SLM 4'. Otherwise, BR wayfinding signage.		20	High	
Cobb	Osborn	Justine	2	650	30	13.3	0	0	0	0	2.07	B	Perpendicular parking by park.	None	Bike Route signage	If no parking, SLM 4'. Otherwise, BR wayfinding signage.		19	High	
Cobb	Justine	country club entrance	2	300	30	13.3	0	0	0	0	1.68	B		Both SWs	None			4		
Hobbie	(Soldier Creek)	Brookmont	4	20200	35	13	0	0-pvd	0	2.75	4.08	D	CLTL 64' total. SW on creek bridge only	None	Add sidewalk	Add W-SW		5	High	
Hobbie	Brookmont	Grinnell	4	16500	35	13	0	0-pvd	0	3	4.03	D	Turn lanes at intersections, varying total width	None	Add sidewalk	Add W-SW (not enough room for W-SP), with Xing at Grinnell.		8	High	
Hobbie	Grinnell	Fair	4	12900	30	13	0	0-pvd	0	3	3.75	D	CLTL, turn lanes - 64' total.	None	Add sidewalk	Add W-SW (not enough room for W-SP), with Xing at Fair/Hobbie.		5	High	
Fair (W-bd)	Indiana	Harrison	2	3300	30	13	0	0-pvd	0	2	3.24	C	IDOT IL50. 1-way W-bd. S-to-N: 12.5' paved (unused) parking - 13' lane - 13' lane	Both SWs	None	Restripe: 5 BL-3 buffer-13-13		4		
Fair	Harrison	Hobbie	4	5550	30	10	0	0	0	2	3.50	C	IDOT IL50. 2-way. Curbed, wider by Hobbie.	Some SWs	Complete Sidewalk	Road diet. By Hobbie: 5 BL-2.5 buffer-13-13-13-2.5-5. W, pave 3' shoulders to widen: 5 BL-12-12-12-5. Finish S-SW.		4	Medium	
Wildwood (N-bd)	Court	River	2	800	30	14	0	1	50	0	2.65	C	N-bd 1-way. Parking both sides, 70% S, 30% N. Unprotected Xing of Court.	Both SWs	None	BR wayfinding signage, or SLM 11'. Somewhat below target.		1		
forest preserve trail (east)															Done	Existing limestone trail		2	Done	
College	Community College	River	2	5000	30	14	0	0	0	0.5	3.08	C	Kankakee Community College entrance (private)	None	None	Stripe 3.5' paved shoulders: 3.5-10.5-10.5-3.5.		3		
Elm	Court	Maple	2	800	30	10.2	0	0	0	0	2.54	C	No parking allowed	Both SWs	None	SLM 4', or BR wayfinding signage. Somewhat below target.		1		
Hobbie	Fair	Willow	4	7300	30	11	0	1	0	2	3.53	D	Turn lanes at Willow. No SW by railroad Xing (N).	Most W-SW	Bike Lanes (road diet); Complete Sidewalk	Complete W-SW gap. Road diet w/ BLs 5-12-11-12-5 possible.	2.07	7	High	
Hobbie	Willow	railroad	2	9200	30	20	0	1	5	2	2.70	C	Minimal parking, only W-side by Willow	W-SW	Bike Lanes (2->1 side parking)	If S-bd parking only, 8 parking-5 BL-12-12-5 BL. If no parking, buffered BLs possible. If both side parking, combined bike/parking lanes 8-13-13-8.	2.18	7	High	
Hobbie	railroad	Chestnut	2	9200	30	17.5	0	1	1	2	3.09	C	No parking seen, but allowed	Both SWs	Bike Lanes (2->0 side parking)	If no parking, 5.5 BL-13-13-5.5.	1.84	7	Medium	
Hobbie	Chestnut	Court	2	9200	30	17.5	0	1	1	2	3.09	C	No parking seen, but allowed	Both SWs	Bike Lanes (2->0 side parking)	If no parking, 5.5 BL-13-13-5.5.	1.84	10	Medium	
Orchard	Court	Merchant	2	1500	30	14.4	0	1	30	0	2.73	C	N-bd parking 50%, not allowed S-bd.	Both SWs	None	BR wayfinding signage, or SLMs N-bd 11' and S-bd 4'. Slightly below target.		2		
Orchard	Merchant	Maple	2	1000	30	14.4	0	1	30	0	2.52	C	N-bd parking 50%, not allowed S-bd.	Both SWs	None	BR wayfinding signage, or SLMs N-bd 11' and S-bd 4'. Slightly below target.		1		
Poplar	Duane	Cobb	2	600	30	15	0	0-pvd	50	0	2.41	B		Both SWs	None	BR wayfinding signage or SLM 11'		1		
Panozzo	Brookmont	Grinnell	2	500	30	11	0	0	0	3	2.70	C		None	Bike Route signage	Bike Route signs.		2	Low	
Hunter	Oak	Merchant	2	800	30	14	0	1	0	0	2.08	B		Both SWs	Bike Route signage	Bike Route signs.		0	Medium	
Osborn	Maple	Cobb	2	1000	25	15	0	0-pvd	50	0	2.52	C	20 mph by park. Sidewalk gaps S-end, by park.	Most SWs	None	BR wayfinding signage, or SLM 11'. Somewhat below target.		2		
Nelson	Court	Maple	2	10000	30	20.7	0	1	2	2	2.54	C	No S-bd parking seen, sparse N-bd by homes. Stoplights at Court, Maple.	Both SWs	Bike Lanes (2->1 side parking)	If S-bd parking removed, 5-12.5-12.4-5 BL-8.5 parking.	2.11	7	Medium	
Nelson (S-bd)	Maple	Eagle	2	2500	30	18	0	1	70	1	3.18	C		Both SWs	None	SLM 11', but well below target		1		
Nelson (N-bd)	Maple	Eagle	2	2500	30	10	0	1	0	1	3.28	C		Both SWs	None	SLM 4', but well below target		1		
Stoddard	Eagle	Duane	2	1600	30	16	0	1	0	1	2.28	B	Perpendicular parking E.	None	None	BR wayfinding signage, w/ SLM middle of lane N-bd.		1		
Justine	Duane	Cobb	2	800	30	14.8	0	1	10	0	2.11	B		Some SWs	Bike Route signage	BR wayfinding signage		14	High	
Fairmont	Willow	Court	2	2450	30	17	0	1	25	2	2.88	C	Stoplight and turn lane by Court.	Both SWs	Bike Route signage	BR wayfinding signs. Parking too low for SLM 11'. Somewhat below target.		2	Low	
Gordon	Court	Hickory	2	800	30	15.3	0	1	40	0	2.42	B	Stop signs. N of Merchant: E undeveloped and no E-SW or parking.	W-SW, most E-SW	None	BR wayfinding signage or SLM 11'		1		
Gordon	Hickory	south end	2	400	30	14	0	1	25	0	2.05	B	Carriage SWs	Both SWs	None	Bike Route wayfinding signage		1		
Pierson	Maple	Country Club	2	1200	25	11.8	0	1	0	0	2.41	B	Two separated roads	None	None	BR wayfinding signage or SLM 4'		7		
Pierson	Country Club	River	2	1200	25	11.8	0	1	0	0	2.41	B	Two separated roads	None	None	BR wayfinding signage or SLM 4'		9		
park road	river and trail	River											Interior park road, 10mph, 20' wide.		Bike Route signage	BR wayfinding signage		5	Medium	
Eastridge	Court	Crestwood	2	2850	30	17	0	1	0	0.5	2.33	B	Stoplight at Court.	E-SW, some W-SW	Bike Lanes	Bike Lanes, 5-13-13-5	1.13	4	Low	
(bike path)	Crestwood	Maple?													None				1	
Eastgate	(northward)	Court	2	3000	35	16.3	0	0.5	0	3	3.04	C	Stoplight at Court, and wider for awhile N of Court.	None	Add Sidewalk	Bike lanes, 5-11.8-11.8-5. Add SW (or SP) on at least one side.		1	Low	
Hillcrest	Court	Crestwood	2	800	25	14	0	1	20	0	2.18	B	20mph.	Both SWs	None	Bike Route wayfinding signage		1		

Appendix 4

Summary of Major Funding Sources

Some of the most commonly used funding sources for bicycle and pedestrian projects are listed below. The funding landscape is always evolving. Check www.bikelib.org/bike-planning/bikeway-funding-tips for updates.

Illinois Transportation Enhancements Program (ITEP)

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDOT. Calls for applications have been irregularly scheduled. In recent years in which grants were offered, applications have been due in spring.
- ITEP is one component of the federal Transportation Alternatives Program (TAP), along with Safe Routes to School, Recreational Trails Program, and suballocated TAP dollars administered by Illinois' five largest urbanized regions.
- Due to 2012 changes in federal law, Illinois receives less TAP money than the previous sum of its three components. However, grants announced in April 2014 totaled \$52.7M – an estimated three years of IDOT's ITEP funding – with a very high fraction going to bicycle-related projects.
- High funding demand to supply ratio (5:1 in 2013-2014).
- Emphasis on transportation potential and inclusion in a larger, officially-adopted plan.

With more stringent federal engineering standards and review processes, this source is better suited for significant (\$400K to \$1M+) bikeway projects and those requiring substantial engineering work, such as bridges. In part to accommodate the tremendous demand, medium-sized projects are usually funded more than very large projects.

Illinois State Bike Grant Program

- State source with 50% state, 50% local cost shares and a \$200K grant (\$400K project) limit.
- Reimbursement grant administered annually (March 1) by IDNR.
- Pre-2007 average of \$2.5M per year, with a \$200K limit (except for land acquisition projects). After a five year hiatus due to the State's financial crisis, the program was reinstated in 2013 and 2014 with \$1M in grants.
- Typically a 2:1 ratio of applications to grants.
- Only off-road trails and bikeways are eligible.

Much simpler process and standards as these remain local, not IDOT/federal, projects. Good for simpler projects and those that can easily be phased. Many agencies prefer these over ITEP/TAP, even though the cost share is higher, due to grant administrative burden and costs.

Recreational Trails Program

- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDNR with IDOT. Annual March 1 deadline.
- \$1.5M per year. About half is dedicated for non-motorized, off-road trails emphasizing underserved user types. \$200K limit (except for land acquisition projects).
- Much less competitive, with application demand usually not much more than grant supply.

This has been an underutilized source. Because of the decline of the Illinois State Bike Path Grant program, more standard multi-use (bike) trails are getting funded recently. A good target range is \$100-200K.

Illinois Safe Routes to School program

- Federal source with 80% federal/state, 20% local cost shares; reimbursable grants. SRTS is a component of Transportation Alternatives Program funding.
- Administered by IDOT.
- An application cycle for \$6M, or two years of funding, was due February 2014. However, grants have not yet been announced, as of October 2014. \$5M will go toward for infrastructure projects (\$200K limit each) within 2 miles of schools serving any K-8 grades. \$1M will go for education and encouragement programs for the same grades, with an application maximum of \$30K.
- Demand to supply ratio was 2:1 in 2008 and 2011. Non-infrastructure grants are much less competitive.
- The next cycle depends on continued federal funding past September 2014.

Sidewalk/sidepath, trail link, and road crossing projects fare well under the SRTS program.

Non-Government Sources

Private foundations, local businesses and individual donors can be another resource, especially for high profile projects. The national focus on public health is also creating more opportunities for active transportation. Many high profile organizations, such the Robert Wood Johnson Foundation, are committing resources to projects that promote public health.

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

Appendix 5

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